

Western/Southern Cumberland Region Strategic Plan

Western/Southern Cumberland Region The Plan



DRAFT

December 2003

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INTRODUCTION

The Western/Southern Cumberland Region Strategic Plan (WSCRSP) is a Smart Growth plan funded by the New Jersey Department of Community Affairs. The plan, which focuses on 12 municipalities in the western and southern region of Cumberland County, has the following goals:

- Address the existing needs for jobs, infrastructure and economic development
- Provide balance between economic development and environmental protection
- Achieve intermunicipal agreement on development goals and strategies
- Develop a planning and implementation agenda
- Obtain plan endorsement

This volume is the heart of the Western/Southern Cumberland Region Strategic Plan: it contains the identification of centers, the strategic plan, and the planning and implementation agenda for both the region and for the individual municipalities. Taken together, this report provides the blueprint for planning efforts in the WSCR communities for years to come.

The volume was preceded by a series of other planning documents that laid the foundation for the Plan. The other documents include:

- Municipal Profiles – April 2003
- Regional Profile – April 2003
- Potentials for Economic Development, Phase I Report: Secondary Data Review and Analysis – April 2003
- Potentials for Economic Development, Phase II Report: Market Feasibility Study – April 2003

History

The WSCRSP has been spearheaded by the Cumberland Development Corporation (CDC), a non-profit, 501(c)6 corporation founded to promote economic development in the rural communities of Cumberland County. Cumberland County is one of the least developed counties in New Jersey. Residents and businesspersons would like to retain its rural environment and its high quality of life, while attracting development that will enable the County to offer adequate employment

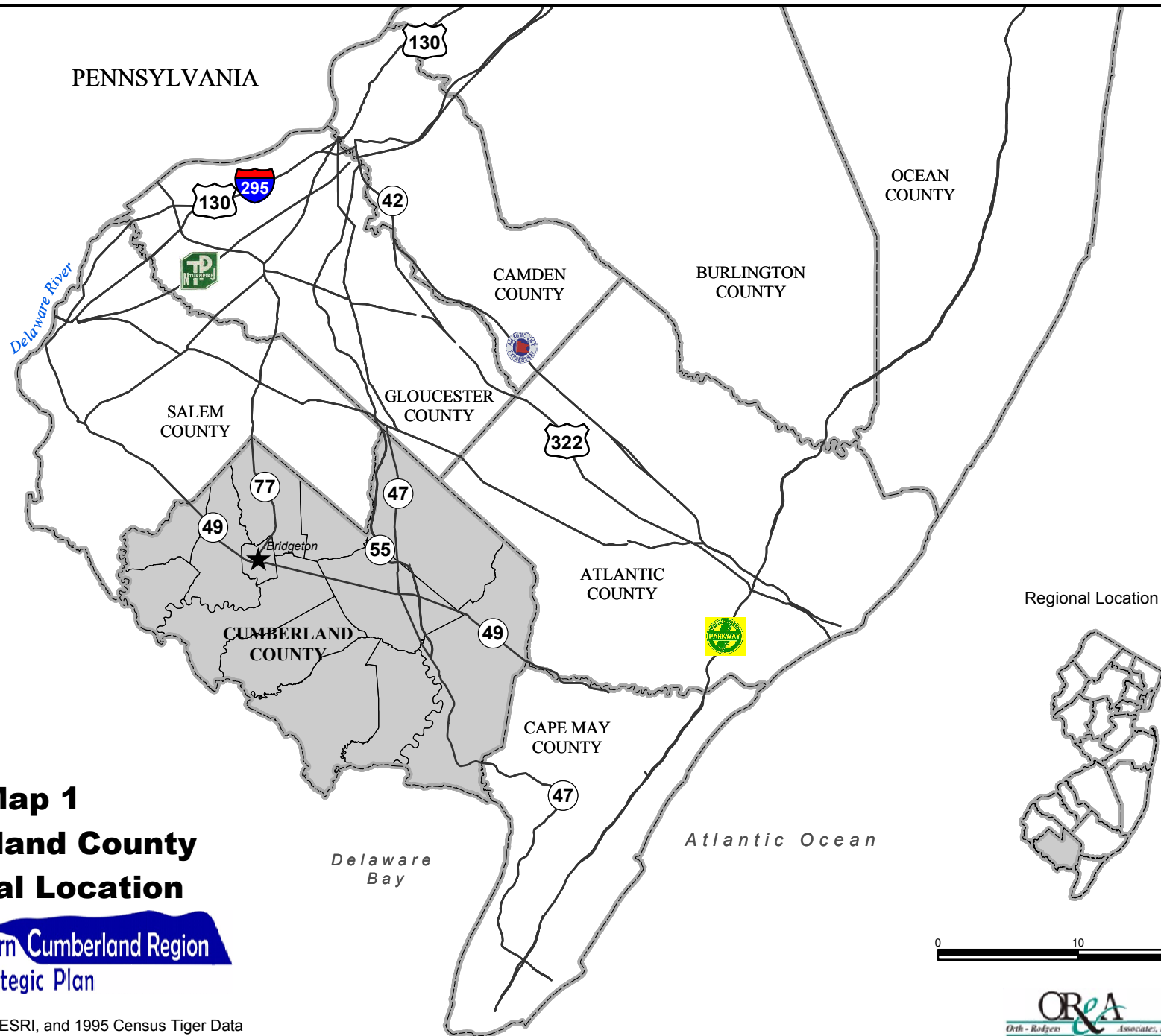
opportunities for its residents. A Smart Growth plan was viewed as a means to properly plan for new development.

Starting in the Fall of 2001, and concluding in the Spring of 2004, the CDC led an intensive public involvement process which served to gather input on the desired direction of the Western/Southern Cumberland Region, and which culminated in the Western/Southern Cumberland Region Strategic Plan. The CDC was assisted in this process by Orth-Rodgers & Associates, Inc, a consulting planning firm, along with Maser Consulting and S. Huffman Associates.

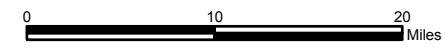
Study Area

Cumberland County is located on the southern end of New Jersey, with frontage on the Delaware Bay (Map 1, Regional Location). As of 2000, it had a population of 146,438, ranking 16th among New Jersey counties. Its land area of 388 square miles places it 5th among New Jersey counties. The most rural of New Jersey counties, it is also in some respects the most isolated. It has no Interstate highway, and the one limited access highway is Route 55, which extends north to the Philadelphia-Camden metropolitan area.

The County has considerable natural beauty, but, situated on the Delaware Bay, it does not have the beaches which attract millions of visitors to the popular shore communities in Cape May County to the east. Cumberland County is perhaps best known for the agricultural and nursery products it ships to cities in the middle Atlantic region and along the Eastern seaboard.



Regional Location



Map 1
Cumberland County
Regional Location

Western/Southern Cumberland Region
Strategic Plan

Source: NJDEP, NJDOT, ESRI, and 1995 Census Tiger Data
 October 2002

The WSCR study area itself consists of the following municipalities, as listed below and depicted on Map 2:

- Bridgeton City
- Commercial Township
- Deerfield Township
- Downe Township
- Fairfield Township
- Greenwich Township
- Hopewell Township
- Lawrence Township
- Maurice River Township
- Borough of Shiloh
- Stow Creek Township
- Upper Deerfield Township

With the exception of Bridgeton, all of the WSCR communities are rural, with a relatively low population density. The combined population of the 12 communities in 2000 was slightly over 63,000, making up 43% of the County's population.

Very little population growth has occurred since 1990, with virtually all of the growth due to the prison population. Unlike much of the rest of New Jersey, the WSCR area has seen only modest suburban development.

The study area offers some of New Jersey's most important natural resources: 80,000 acres of prime farmlands concentrated in the north and west sections of the study area, and pristine rivers and coastal watersheds in the south. The area has great natural beauty, and the many small historic villages and hamlets add to the region's appeal.

The traditional industries still remain – such as oystering, fishing, sand mining, glass making and food processing – but these offer a smaller share of employment than they once did, and a need exists for a greater diversity and number of industries and services. Historically rural, the study area communities lack the larger concentrations of poverty found in the urban communities of Vineland, Millville and Bridgeton. Economic development is desirable in these communities, and some development has already been spurred by the establishment of the Empowerment Zone and Urban Enterprise Zone encompassing these areas. At the

same time, however, there are pockets of poverty even in the rural communities. Median household income and median housing values are well below the state average. Economic development initiatives are needed in the WSCR communities, to prevent them from slipping further below the median income.

This Strategic Plan thus pursues the goal of economic development, in a way respectful of the need to protect the important natural resources in the area and the traditional industries, such as farming and fishing, based on those resources.

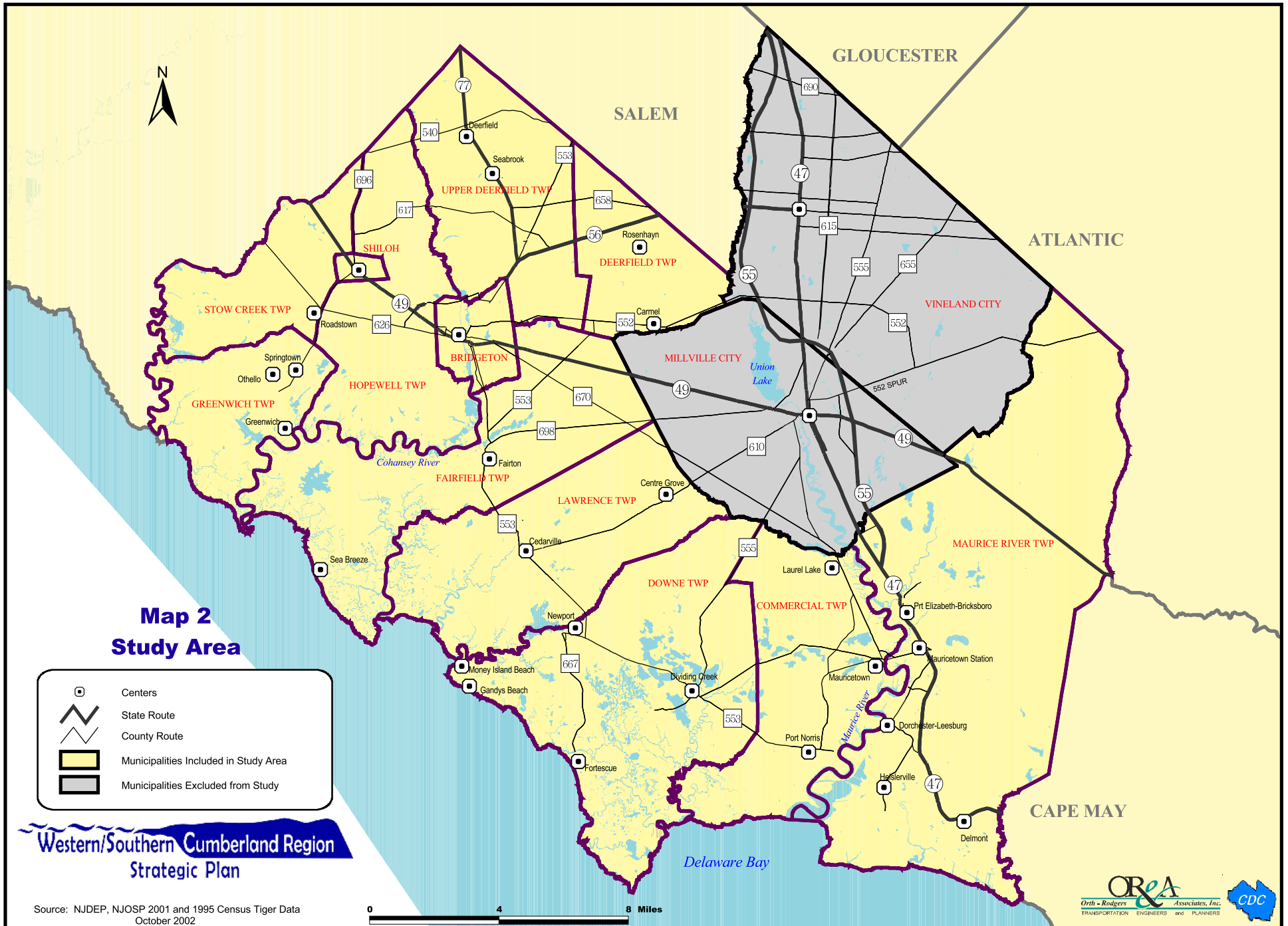
Public Involvement

Public involvement has been an integral part of the creation of the Plan. It has occurred principally through two venues: the Steering Committee and the Advisory Committee.

The Steering Committee consists of the mayors from each of the municipalities, along with representatives from the Cumberland County Department of Planning and Development, the Bridgeton Area Chamber of Commerce, the NJ Office of Smart Growth (NJOSG) and the CDC. The Steering Committee has provided overall direction to the study. There will be seven meetings through the study.

The Advisory Committee embraces a wide cross-section of community representatives. Close to 90 persons have been invited to each Advisory Committee meeting, with attendance typically varying from 30 to 40. The representation includes the business community, state and local officials, environmental community, community action agencies, educators, farmers, utilities, and others. To maximize public involvement, the Advisory Committee meetings have been organized using a workshop format. Following an initial presentation by the planning consultants, attendees have been organized into discussion groups.

The input of these discussion groups was incorporated into a "vision matrix" for the Region, which identified the most critical needs and issues. This vision matrix, in turn, was eventually developed into the planning and implementation agenda for the Plan. There will be four Advisory Committee meetings throughout the study.



There will be two Public Meetings conducted during the study, at the halfway point and shortly after preparation of the draft Plan. For each public meeting, a formal presentation is made, followed by a question and answer period. Attendees are also surveyed.

A series of newsletters has been published throughout the study to inform the public. These have been made available in hard copy and posted on the CDC website. The CDC website has made meeting minutes and reports available to the public at large.

As described in the section below, a CD-ROM, video, and poster summarizing planning efforts in Cumberland County were prepared as part of this study, and have also served to inform the public on planning activities.

At the beginning of the study, there were surveys of representatives of each municipality to identify key planning goals for the region. The surveys expressed broad agreement in many areas, as follows:

- All of the responding communities identified open space, agricultural and environmental resources as main assets;
- All of the responding communities identified the lack of infrastructure as a main concern, with lack of ratables and job opportunities a close second;
- Most communities would consider planning tools to limit the loss of farmland;
- Most communities would like to see tourism related development, as well as light industry and agricultural industries;
- The communities would welcome a variety of development programs, including funding for infrastructure, tax incentives, assistance with permitting, loan programs, and others.

Background Reports

The Cumberland County Department of Planning and Development has overseen the preparation of various regional plans in recent years, many of which have focused on the importance of balancing economic development and environmental preservation. As part of the WSCRSP, a summary was prepared of these plans, both as a foundation of the Plan and to increase public awareness of these planning efforts. This

summary is made available by the Cumberland County Planning Department on a CD-ROM entitled *Planning for the Future: A Summary of Cumberland County Planning Initiatives*. A poster is also being prepared to highlight County planning efforts.

In conjunction with this task, a video was prepared, also entitled *Cumberland County: Planning for the Future*. The video, intended for the layperson, describes the process of strategic planning in Cumberland County. The video project was the recipient of the 2003 Public Education Award from the New Jersey chapter of the American Planning Association. The County plans to show the video in a variety of venues.

A series of reports established the foundation for the Plan:

Municipal Profiles – these summarize land uses, key demographic trends, and major planning issues within each of the 12 municipalities. The Municipal Profiles were based upon review of municipal master plans and other reports, and interviews with local officials.

Regional Profiles – these provide a comprehensive overview of existing and future conditions in the WSCR study area, and highlights prominent issues that should be addressed, within the areas of:

Land use – the largest land use areas are wetlands and forest lands, both with about one-third of the land area. Farming is the most important industry, accounting for 5,000 jobs, and 12,000 of the 68,000 acres in farmland are preserved. Hopewell, Upper Deerfield, Stow Creek and Lawrence have the greatest amount of assessed farmland.

Significant sand mining operations are found in Maurice River, Commercial, Downe and Fairfield.

State parks and wildlife areas account for over 56,000 acres, four PSE&G conservation sites account for over 10,000 acres, and non-profit lands over 13,000 acres.

Historic and natural resources – there are over 200 properties on the Cumberland County Register of Historic Sites, and two historic preservation ordinances, in Bridgeton and Greenwich.

Transportation – the need for regional transportation projects was cited as the highest priority. Better access to the west was listed by South Jersey Transportation Planning Organization (SJTPO) as a transportation improvement that could facilitate economic growth.

Sewer and water infrastructure – CCUA provides sewer service to all of Bridgeton; to parts of Hopewell and Upper Deerfield; and to a small section of Fairfield. Shiloh, Upper Deerfield, Fairfield, and Hopewell are approved for future sewer expansion, and Stow Creek and Greenwich are in the CCUA planning area. The remainder of the study area is within the Rural Wastewater Management Area. Expansion of sewer to serve communities such as Rosenhayn Village in Deerfield and Port Norris is a critical issue. NJDEP has indicated that there appears to be a water supply deficit, but renewal of the Watershed planning process is needed to address this issue.

Community facilities –the County lags behind the state in educational attainment.

Economic development – As of 2000, there were 59,000 jobs in the County, and about 15,000 in the study area. Retail and office development is minor.

State planning areas and proposed and designated centers were also discussed.

Potentials for Economic Development – this market study analyzed the potential for economic development in the region. The first volume examined various economic data, and the second volume offered strategies for promoting growth. The report noted that that study area is less accessible than other locations with direct access to I-295, and industrial land is thus lower priced. There is not immediate demand for industrial acreage in the WSCR study area, with about 1,200 acres of industrial park land already available – virtually all in Millville and Vineland – and another 1,000 to 1,500 acres in the planning stages.

The study recommends that the Cumberland County Improvement Authority establish a loan guarantee program for micro-businesses, and that the Urban Enterprise Zone be extended to cover a proposed intermunicipal industrial park.

Industries that should be strongly targeted and recruited include manufacturing industries such as glass manufacturing, packaging and shipping container manufacturing, or business services such as commercial printing. Potential spin-offs from hospitality include restaurants, cleaning services and specialty stores. Fresh food and value-added food processing should be a priority. To support the production of fruits and vegetables, the study recommends bringing the product directly to its destination, through targeting additional food processors to establish plants, and encouraging the development of a mechanism for direct delivery of produce to food stores and restaurants. Alternatively, farmers markets should continue to be developed as part of an ecotourism strategy. Aquaculture can also support the farming industry by supplying a market for some of its by-products. Ecotourism strategies to build on natural, historic and recreational areas was extensively discussed in the market study.

BUILD-OUT ANALYSIS

Process

An analysis was conducted for the WSCR study area to determine the potential number of housing units and jobs at full build-out. For this analysis, zoning districts for each municipality were organized into composite zoning districts with similar land uses and densities grouped together. The composite zoning districts were then mapped in the Geographic Information System (GIS) to illustrate the generalized zoning in the WSCR (Composite Zoning, Map 3). The districts were classified according to these specifications:

Composite Zoning Classifications	
Residential Uses	Definition/ Density
Rural Residential	0.1 units/acre
Very Low Density Residential	0.25-0.3 units/Acre
Low Density Residential	Average of 0.5 units/acre
Medium Density Residential	Average of 2 units/acre
High Density Residential	Average of 6 units/acre
Very Low Density Agriculture	Residential uses permitted with minimum lot size greater than 5 acres
Low Density Agriculture	Residential uses permitted with minimum lot size from 1-5 acres
Non Residential Uses	
Commercial	Commercial and business uses
Conservation/Institutional/Public	Conserved land, institutional and public uses
Industrial	Industrial
Mixed Use	Residential and commercial uses permitted in same district

The total areas of developed and undeveloped land within each municipality were calculated through conducting a GIS analysis of NJDEP 1995 land use/ land cover data. To determine lands that cannot be built upon, all "constrained" lands were first identified. Constrained lands are either unsuitable for development – such as wetlands – or permanently protected, such as parks. The constrained lands were merged with the developed lands to form a layer of undevelopable lands. The areas of undevelopable lands were then subtracted from the total areas within each municipality, resulting in a mapping layer that depicts developable lands (Map 4). The areas of developable land were calculated for each composite zoning district, and a 15% deduction was applied in order to account for future infrastructure improvements. The

final estimate of developable land's acreage indicates the land that could be developed with housing units or commercial or industrial uses.

The residential build-out numbers were calculated by dividing the minimum lot area into the total area available for each actual zoning district. For example, if there is 435,600 square feet of land available in a particular zone and the minimum lot area for that zone is 43,560, ten homes could be built within that zone. The number of housing units built in the years 1996-2000 was deducted from the housing yield to account for units that have been developed since the 1995 NJDEP land use layer was prepared.

Potential employment was calculated through multiplying the amount of available acres within each zone by the average number of jobs per acre. Existing employment density in the WSCR study area was calculated to determine the appropriate average. It was determined that the City of Bridgeton could sustain an average of 16.1 jobs/acre while the rest of the municipalities within the study area have an average of 5.8 jobs/acre. For example, in most of the study area it would be assumed that a 10-acre site would yield roughly 60 jobs.

For areas of mixed use zoning, both residential and non-residential uses are permitted in the same district. It was assumed that the developable land would be built half residential and half non-residential.

There are some exceptions to the above process for the build-out of residential units in agricultural zones. Hopewell, Shiloh, Stow Creek, and Upper Deerfield Townships have restrictions against building new roads in agricultural zones, and these districts thus require special residential build-out calculations. For these districts, the total linear length of existing roads was calculated and divided by the minimum lot width for each municipal agricultural zone. The resulting number was then multiplied by two in the assumption that both sides of the road were undeveloped. For example, if there is a 1,000-foot road in an undeveloped agricultural zone and the municipality's minimum lot width for single family homes was 250, an additional eight homes would be yielded in the agricultural zone.

Analysis

Table 1 (Residential Build-out) shows the potential build-out calculations for residential units in the WSCR study area. Almost 70,000 acres are

developable within the existing residential districts; at current zoning, these areas could yield 36,000 housing units.

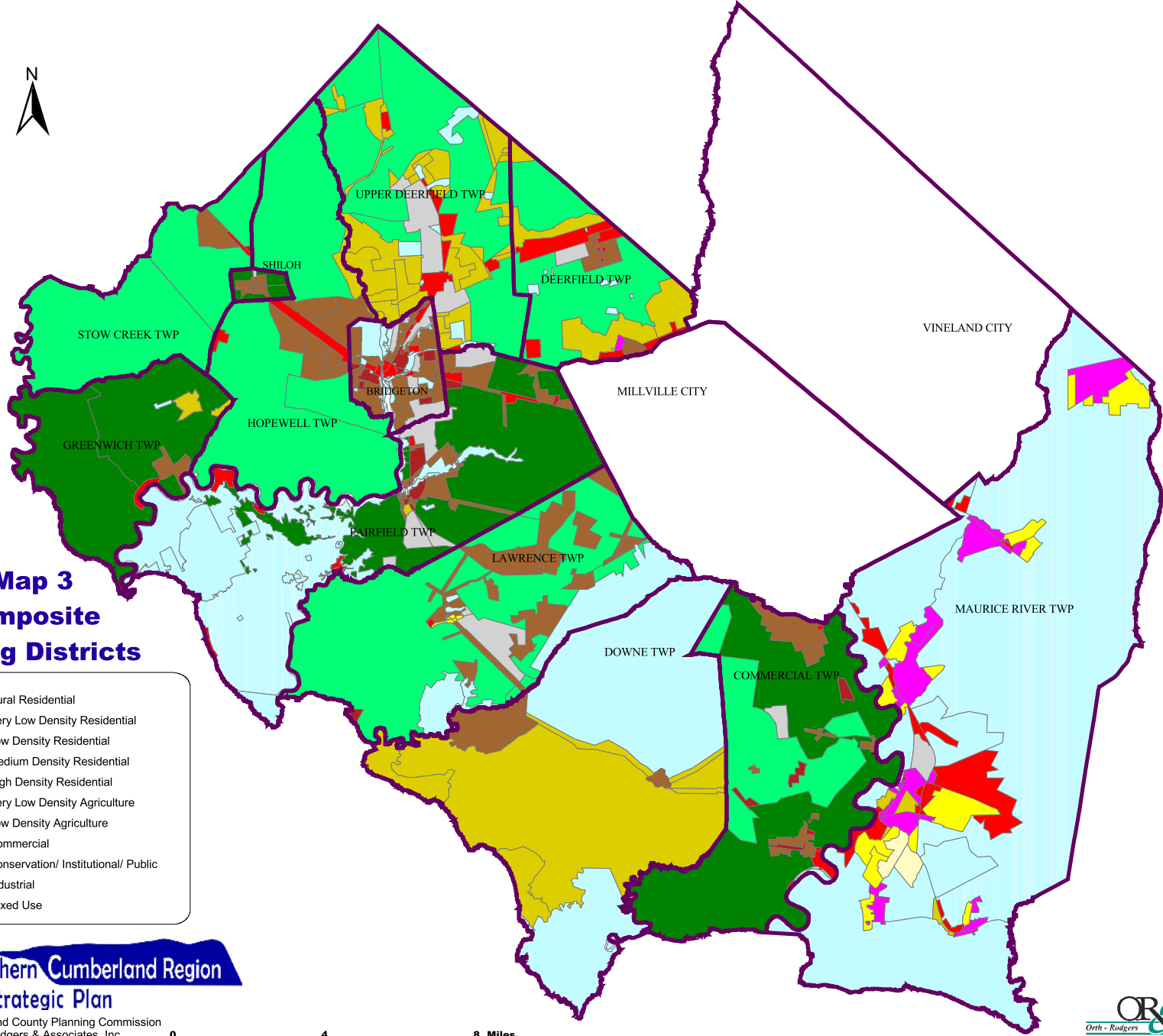
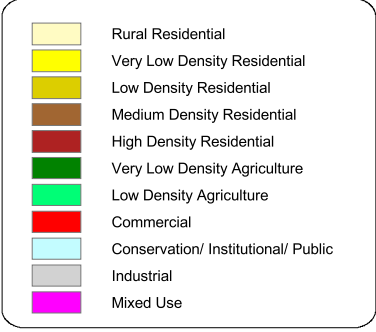
Table 2 (Jobs Build-out) shows that approximately 6,700 acres are suitable for non-residential development within the WSCR area. This land has the potential to produce 41,000 new jobs in both commercial and industrial uses.

Almost 16,000 of the potential housing units could be located in the agricultural zones. Preservation of agricultural lands is a high priority in WSCR municipalities. Acquisition of farming easements will reduce this number; however, alternative and innovative zoning techniques should be considered to direct development to centers.

It should also be noted that the build-out analysis was conducted using vacant lands. Lands that are under-utilized and have redevelopment potential were not included. Incorporation of these lands would result in even greater build-out yield.

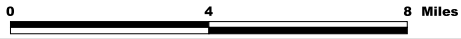


Map 3 Composite Zoning Districts



Western/Southern Cumberland Region Strategic Plan

Source: Cumberland County Planning Commission
and Orth-Rodgers & Associates, Inc.
October, 2002



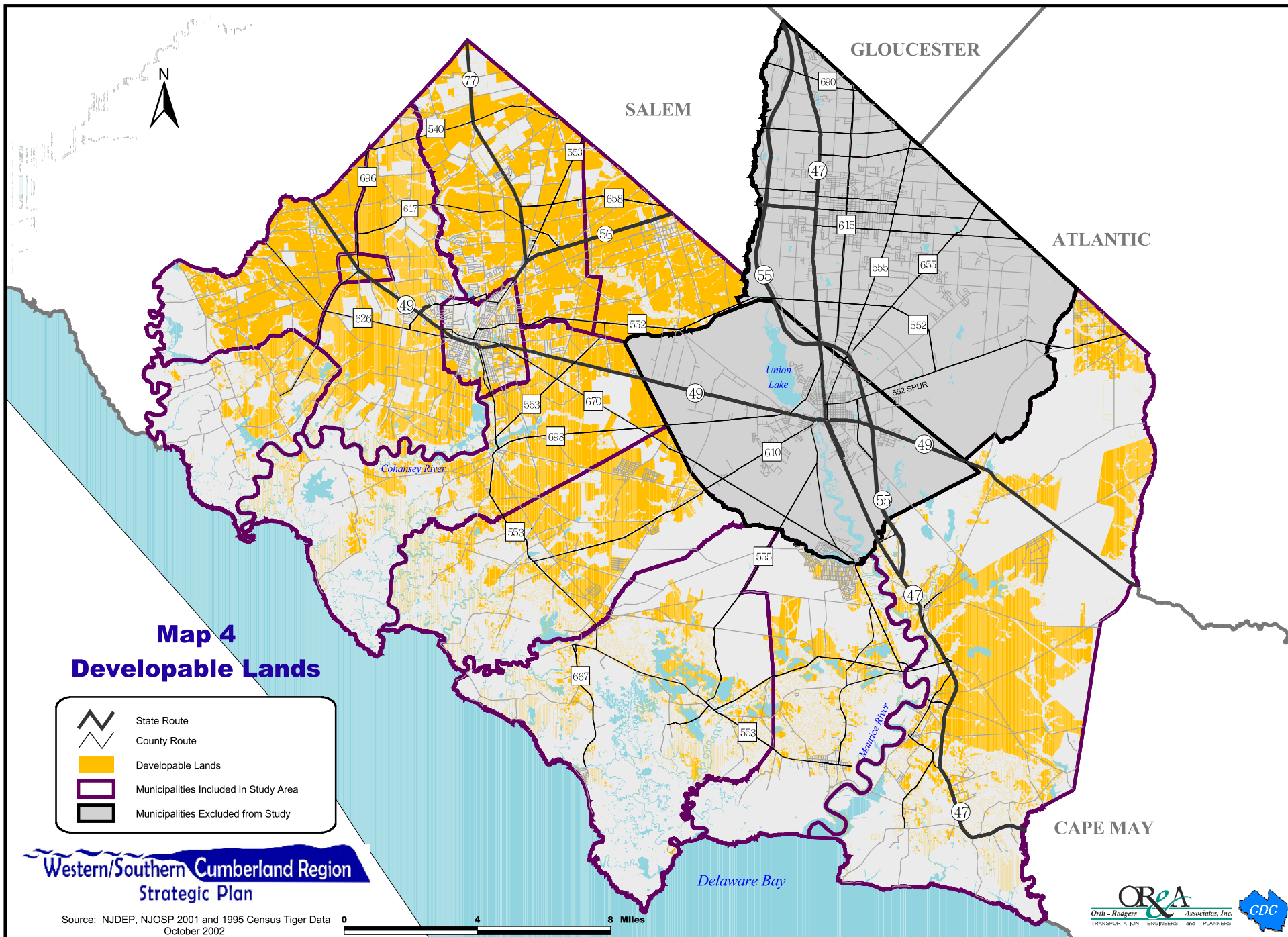


Table 1 Residential Buildout

Municipality	Potential Number of Units by Zone										Potential Housing Units
	Total Acres Residential*	High Density Residential	Medium Density Residential	Low Density Residential	Very Low Density Residential	Rural Residential	Low Density Agriculture	Very Low Density Agriculture	Conservation/ Institution/ Public	Mixed Use	
Bridgeton	640.8	269	1,002								1,271
Commercial	2,479.5	533	826				443	170			1,972
Deerfield	6,042.7		493	1,665			1,978			9	4,145
Downe	2,318.0		810	1,005					229		2,044
Fairfield	8,020.8	561	1,433	11			427	1,234			3,665
Greenwich	2,578.8		115	166				378			659
Hopewell**	10,731.7		1,953	82			2,158				4,194
Lawrence	7,052.3	18	4,152				4,763				8,933
Maurice River	12,669.6			52	282	18			410	758	1,521
Shiloh**	481.1		176				211				387
Stow Creek**	7,083.8		438				1,872				2,311
Upper Deerfield**	9,317.8			2,688			2,230				4,917
Totals:	69,416.8	1,381	11,399	5,669	282	18	14,083	1,781	639	767	36,019
	= Residential uses not permitted in this district										

* Reflects 15% deduct for infrastructure

** Agricultural zone calculations based on lot frontage width on existing roads only

Table 2 Jobs Buildout

Municipality	Developable Land by Composite Zoning District (Acres)			Potential New Jobs*
	Commercial	Industrial	Mixed Use	
Bridgeton**	12.2	176.9		3,044
Commercial	16.4	133.4		869
Deerfield	556.6	160.6	8.6	4,210
Downe	20.7			120
Fairfield	132.4	866.2		5,792
Greenwich	3.5			20
Hopewell	206.0			1,195
Lawrence	8.1	466.7		2,754
Maurice River	1,609.4	223.7	758.0	15,028
Shiloh	2.8	11.8		85
Stow Creek	31.6			183
Upper Deerfield	381.2	938.5		7,654
Total:	2,980.9	2,977.9	766.5	40,955

* Assume 5.8 Jobs/Ac for all municipalities except Bridgeton

** Assume 16.1 Jobs/Ac for Bridgeton

STRATEGIES

Major issues were identified at the regional vision workshop as part of the overall Plan process. The issues were organized into the following categories:

- Natural Areas;
- Historic;
- Mining;
- Agriculture;
- Transportation;
- Sewer and Water;
- Community Facilities and Services;
- Housing;
- Economic;
- Intermunicipal Cooperation; and,
- State Plan Endorsement.

Key strategies have been developed for each of these issue areas. As translated into the regional planning and implementation agenda, these form the heart of the Plan. These strategies are presented below.

Natural Areas

Coordinated Planning

A significant share of lands in the WSCR study area are permanently preserved, either by the state in parks or wildlife management areas (56,000 acres) or by private for-profit or non-profit groups (24,000 acres). These lands provide both an opportunity and a problem for study area municipalities. Because so many lands are preserved, residents of Cumberland County know that they will always be surrounded by considerable natural beauty, and that a “critical mass” exists for an eco-tourist industry. However, the large number of acres in state or non-profit hands also limits the ability of municipalities to foster the development of lands and thus create jobs. Many miles of Township roads run through these natural areas, and the Townships must keep these in good condition, even when taxes are not paid on these properties.

Given the large percentage of these lands in the Townships, the most fundamental strategy for natural areas is to improve the coordination of the County and municipalities with the State and non-profit conservation groups, particularly with regards to acquisition. Open space elements in

municipal master plans and the County Open Space Plan should specify and prioritize remaining natural areas that are worthy of preservation. These plans should also indicate when further acquisition of open space areas will not be in a municipality’s interest, because such areas are needed to fulfill other important municipal goals.



Because these lands are an important public good, and critical to the County’s important eco-tourism industry, these lands should be highly accessible. A comprehensive inventory should evaluate the adequacy of the signing for these natural areas, both for tourists trying to locate these areas and for tourists within the natural areas. An inventory should also document whether the roads and other facilities, such as rest areas, are properly maintained. Other, less visible aspects of management, such as proper security, should also be evaluated. Some



of these responsibilities fall upon the municipalities, and some on the State or County. In all cases, however, it should be the goal to maintain visitor-friendly natural areas. Following the inventory, needed improvements should be prioritized, and possible funding sources identified, so improvements can occur in a comprehensive manner.

PILOT Programs

A robust PILOT (payment in lieu of taxes) program is recommended to help pay the cost of needed services or improvements on lands owned by the State or non-profit organizations. As noted earlier, municipalities must pay for services, such as road maintenance or fire protection, for natural areas even though these properties make no contribution to the municipal revenues. This is, of course, true across the state. However, in Cumberland County the lands owned by public entities or non-profit groups are so considerable that an unusual burden is placed on certain municipalities.

A PILOT is an attempt to compensate local governments for lost tax revenue. It is a way to generate funding to help improve access and other needed infrastructure and services for public lands.

PILOTS already exist in the study area. To take one example, PSE&G established an estuary enhancement area in Greenwich Township (as well as in Commercial and Maurice River.) Although the estuary enhancement area was set up under a non-profit subsidiary, PSE&G established a PILOT with Greenwich Township whereby it contributes to the Township approximately the amount of money it would have been responsible for if the land were taxed as private, undeveloped land. The PILOT is indexed to the inflation rate, so the contribution will continue to increase in the future. Further, PSE&G provides its own security, by contracting through another natural non-profit group in the area, the Nature Conservancy. It has also contributed to signing improvements in the area.

It would be ideal if the PILOTS created by other non-profits in the area were similar to that established by PSE&G. It would also benefit the study area municipalities if the State, recognizing the special circumstances of the large percentage of lands in public ownership and the minimal tax base of much of the study area, would provide or increase PILOT funding for WSCR municipalities. It could be established, as part of this understanding, that the payments to the municipalities would result in direct improvements to infrastructure in, or leading to, the natural areas, as well as for services to the natural areas. PILOT payments could be based, in part, on the percentage of lands within a municipality that are not taxable.

Rural Enterprise Zone

In addition to an upgraded PILOT program, the WSCR should evaluate the creation of a "Rural Enterprise Zone" to help develop local management capabilities and generate economic incentives for conservation, maintenance and revitalization.

Similar to an Urban Enterprise Zone, but in this case intended for lower-income rural areas, a Rural Enterprise Zone could be established with a number of benefits. Qualified businesses could be made eligible for tax incentives, marketing support and business counseling. Certified businesses would collect a sales tax of only three percent. Funds could be reinvested in municipal business development programs which would

be used for marketing, job training, small business loans, or other stated improvements. Centers in rural areas could receive special consideration in such a program.

It should be noted that a Rural Enterprise Zone would require policy-making and legislation at the state level, and thus would likely be one of the longer-term strategies.

Cohansey Greenway System Concept

The Cohansey River is a special resource for the Region. It runs through Upper Deerfield, Bridgeton, Fairfield, Hopewell and Greenwich. *The Cohansey River Management Plan* (1998) was intended to balance the conflicting issues of environmental protection and economic development along the river.

Significant public conservation lands exist along the river including PES&G Estuary Enhancement sites, preserved farmlands, parklands and wildlife management areas. The lower portion of the Cohansey River has been identified as a particularly outstanding example of the CAFRA zone, due to its vast wildlife habitat. Public access along the river is limited and the value of this river corridor could be enhanced with better public access.

The *Cohansey River Management Plan* recognizes the importance of keeping a navigable river channel up to Route 49, and connecting the waterfronts in Bridgeton, Fairton and Greenwich to the Delaware Bay. The Plan also states that people should have access to areas along the river in the developed areas of Bridgeton, Fairton and Greenwich.

The development of an intermunicipal Cohansey River Greenway Plan would assist in the planning, implementation and management of a greenway system or multipurpose path to provide access and recreational opportunities along the river. It will serve the Region and can also be an ecotourism destination with links to the Bayshore bicycle trail and the New Jersey Coastal Heritage Trail. There are sections of the Cohansey River Corridor in public ownership which can be established in the initial section of the greenway from Sunset Lake in Upper Deerfield to Cohansey Park and the waterfront promenade in Bridgeton. Other sections may require acquisition of public easements to link current public land holdings. Special techniques may be required such as elevated boardwalks to traverse sensitive environmental areas

such as the wetlands. Funding can be sought through the Green Acres Trust Fund and other sources for planning and development of this greenway system.

Marine-Based Industry/Recreation

The importance of supporting marine-based industry and recreation activities was identified as a need in the regional vision workshop. A breached dike on the Cohansey River should be restored, and dredging and other maintenance is needed in the Maurice River, Fortescue Creek and Fairton Marina. Study area municipalities should identify other areas in need of improvement, continue maintenance of existing efforts underway and coordinate with NJDEP for priority funding.

Historic

Protection of Historic Resources

Cumberland County has historic resources which are important to its sense of place and its attractiveness as a visitor destination. These resources make the area a viable destination. There are two historic districts, in Bridgeton and Greenwich. Even outside these two districts, however, there are older centers with numerous historic structures, such as Dorchester and Leesburg in Maurice River Township. Port Norris has a number of fine historic structures on Main Street in need of repair. While many centers may not have the same concentration of historic



properties as Greenwich and Bridgeton, taken together, a tour of historic areas can provide an enjoyable driving or bicycling excursion for visitors to Cumberland County. It should also be noted that the rehabilitation of historic structures in disrepair can help generate local economic activity, by employing local craftsmen.

Municipalities should thus make an extensive effort to document and evaluate its existing historical resources. Properties could be added to the National Historic Landmarks Register, and the National or New Jersey Register of Historic Places. To fully develop their potential as historic attractions, municipalities can take a more active role through establishing an historic preservation commission, developing a strong historic preservation element in their master plan and adopting an

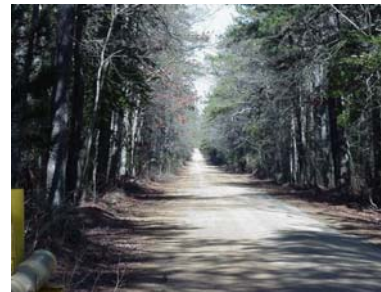


board can also act as an historic preservation commission for smaller towns.

Finally, New Jersey can abet historic preservation by creating an historic home tax credit. Currently, tax credits can be used for buildings renovated by county or municipal governments, or non-profit groups.

Protecting Scenic Roads

As part of a strategy to promote areas of outstanding scenic, natural, recreational, cultural, historic or archaeological significance, an effort to protect those scenic landscapes should be encouraged. These include the open farmlands surrounding Greenwich and Othello, and the marshes visible from CR 553 in Downe or Lawrence Townships. Open views across farmlands and fields and the tidal lands are an important part of the landscape setting. Protecting these unique



aspects of the landscape will support ecotourism opportunities drawing visitors to the Region. These features are also important to the quality of life of the study area municipalities. These scenic roads and views can be protected from the encroachment of development, through strategies described in the following section.

Scenic Roadways

Cumberland County should prepare a Scenic Roadway Plan to identify sections of county roadways that are attractive, and along which driving, bicycling or walking would be an enjoyable experience. Design guidelines should be prepared for use in the Cumberland County Planning Board's development review process for projects on County

roadways. These guidelines can also serve as model guidelines to be incorporated into municipal ordinances.

Monmouth County, NJ serves as an example for this strategy. The County adopted a scenic roadway plan, which provides guidelines for developers to follow in installing a wide range of features, including curbs, drainage, grading and clearing, guiderails, bridges and culverts, detention/retention basins, fences and walls, and identification signs.

The County can also consider preparing a scenic corridor management plan, which involves mapping the scenic viewshed along a scenic roadway, describing the notable scenic features, and identifying necessary improvements and management tools, such as local ordinances.

Municipal Tools

Following creation of a County Scenic Roadway Plan, municipalities are encouraged to adopt various guidelines or ordinances to more directly protect desirable landscapes. Among the tools that municipalities can use to preserve scenic roadways and historic resources are:

- Scenic corridor overlay district – preserves a viewshed through requiring development to be sited in the least visible location of a viewshed, such as along the periphery of a site or where natural feature can provide screening. Physical structures within a scenic roadway buffer could be strictly regulated;
- Agricultural district – restricts development to agriculture or nursery operation;
- Design district – regulates the physical appearance of structures; and
- Historic district – regulates alteration to historic structures.

Scenic Byway Corridor Management Plan

A scenic roadway can also be designated at the state or national level. The New Jersey Department of Transportation created the New Jersey Scenic Byways Program in 1995; its principal goal is to preserve the views of the state's landscape from a roadway. A route must be at least five miles in length to qualify, and is nominated by the State Scenic Byways Program Advisory Committee and the Commissioner of NJ DEP. Routes that are designated as state scenic byways may also be designated as a scenic byway at the national level, and be eligible to receive Federal Scenic Byway discretionary grant funding. Recently, a

\$150,000 grant was provided from the Public Lands Highway Discretionary Funds Program to develop a scenic corridor through the Salem-Cumberland-Cape May area, constituting the Delsea region of the New Jersey Coastal Heritage Trail. WSCR municipalities should support and coordinate with the project to ensure that important local attractions are included, thus promoting the region.

A scenic byway plan should include a scenic inventory, long-term management and maintenance recommendations, "viewsheds" management, and describe economic benefits and funding needs and sources. Some communities nominate a scenic byway to increase tourism and bolster their economic base; others use it as a way to conserve the byway corridor resources that reflect the community's character. Additional benefits include federal funding, recognition, increased tourism, technical assistance in the scenic byway process, planning for protection and managed growth and consideration for financial assistance for plan implementation.

To enhance the economic vitality of communities along the Mullica River corridor and Delaware Bay region, the Pinelands Rural Economic Development Program has suggested designating a New Jersey and National Scenic Byway, which would promote more widespread recognition and appreciation of the natural and cultural assets of the Pinelands.

Mining

Proactive Planning

Sand mining and glass manufacturing has historically had a profound effect on the economy of Cumberland County. There are almost 2,000 acres of land developed to mineral extraction in the WSCR study area, with most municipalities containing at least one sand mine facility. The mining activities extend beyond municipal borders and have intermunicipal effects. Both public and private lands are the site of sand mines.

One of the issues identified for the study area is the need to proactively plan and regulate the activities on, and reclamation of, the mined lands. While many of the Cumberland County municipalities address mining activities in their own zoning ordinances and Master Plans (Downe, Commercial, Fairfield, Lawrence and Maurice River Townships), there has been an expressed interest in developing intermunicipal plans and a

model countywide reclamation ordinance so that municipalities and the region can establish common policies and goals. Reclamation Plans should be prepared before any mining activities begins and should be used to evaluate the best and future use of the land based upon its current zoning. WSCR municipalities have expressed interest in using reclaimed mine lands for everything from wildlife habitat to an off-road vehicle park.

In addition, with mining such an important part of the economic and cultural heritage of the WSCR, it is recommended that the large sand mining companies create a museum or heritage facility that would demonstrate the importance of silica sands to the economy.

Agriculture

Preserve Agriculture

Agriculture has long been the backbone of Cumberland County's economy, generating over \$2 billion per year and employing over 5,000 people.



Given the prevalence of agricultural lands in the region, and the role of agriculture in the area's culture, farmland preservation is a critical issue. Because of its potential for combating suburban sprawl, and its assistance in sustaining an agricultural economy, farmland preservation should continue to be promoted in the study area.

County Ranking

The County should continue to develop its farmland preservation program, which stands as a model in the effort to prioritize parcels for preservation. The County is in the process of revising its farmland preservation program to better identify strategic lands; this effort will place a greater emphasis upon municipal agricultural zoning districts. As with all such programs, the need to develop a critical mass of preserved agricultural lands, and thus better maintain the viability of the agricultural industry, is key. Municipal master plans should also reflect farmland preservation goals and priority areas.

Farmland Easement Values

Land values in Cumberland County are relatively low by New Jersey standards, which can be attributed in large part to the lack of development pressure in the area. Indeed, the ratio of accepted easement values to agricultural products sold is lower in Cumberland County than any other county in the state. There is concern that funding



made available for farmland easements in Cumberland County by the New Jersey Department of Agriculture may actually be too low, and thus not be sufficient to entice farmers to selling the easement on their property's development rights. A study is thus needed to review the level of assessments on farmland in the County and determine whether

these are in the same relationship to purchase offers as found elsewhere in the state.

Balancing Development

Preserving farming and agricultural activities, and limiting the encroachment of residential development are two of the major issues identified within the WSCR. One of the strategies used to protect farmland is to focus future residential and commercial growth in the existing centers.

Many municipal zoning, subdivision ordinances and master plans can be tailored to better to accommodate farming practices and minimize the amount of farmland that is lost to residential and commercial development. Various techniques intended to protect farmland have been successfully implemented in New Jersey municipalities.

Development Transfer

One planning tool used to encourage farmland preservation is the use of transfer of development rights (TDR). Under this technique, development rights are transferred from one parcel to another parcel. Under New Jersey law, a conventional TDR program is not permissible in Cumberland County. However, a development right can be transferred under a "non-contiguous parcel clustering" (NCPC) program. In its simplest form, NCPC works to preserve farmland by clustering all development on one parcel, and by establishing the open space for this

development on a non-contiguous parcel. Unlike a TDR, which is available only in Burlington County, a NCPC transfer can be used anywhere in New Jersey.

This technique can be used to preserve farmland and concentrate residential and commercial development in designated centers, with the necessary infrastructure to support development at higher densities. The net result is to conserve valuable land, and make centers more viable. For new centers, such as the Planned Village in Stow Creek, new development can be designed to create a walkable and livable community. Examples of innovative new centers in New Jersey include the Town Center in Washington Township, Mercer County. A detailed plan established a design framework for this center, which followed the principles of “New Urbanism.” Development credits were transferred to the Center, without technically being a TDR. In Chesterfield Township, Burlington County, a town center was created within a large agricultural area through the use of transfer of development credits. There, two developers have plans for transferring 280 units to a town center.

Zoning Provisions

For residential development, cluster subdivisions can reduce the extent of developed land by reducing the average lot size while preserving farmland or open space. For example, Readington Township in Hunterdon County has mandatory cluster provisions for tracts of 40 acres or more, or for tracts of 30 acres or more that are adjacent to deed restricted farmland or open space. The clusters comprise lots of 1.5 acres in size. A key provision requires a minimum open space set-aside of 70 percent and states that land which is currently being farmed shall, to the greatest extent possible, remain farmland.

Fredon Township in Sussex County incorporates a six-acre average lot size in its AR-6 zone, with a minimum lot size of one acre, provided that at least 50 contiguous acres of farmland is preserved. At least 75 percent of the preserved farmland must be Class I or II soils. The clustering provision is also available to the AR-2 zone, which has a two-acre average lot size. The entire tract in both districts must be 80 acres or more.

Upper Freehold Township in Monmouth County permits “agricultural preservation subdivisions” in its Agricultural Residential district. In this district, 75 percent of tract acreage must be preserved as farmland

through the Monmouth County Agricultural Development Board or the State Agricultural Development Board. Up to 50 percent of the homes that would be permitted on the entire tract as a conventional subdivision can be developed on the remaining acreage.

Water Supply

When the NJDEP reactivates its statewide water supply planning efforts, it should place a premium on the need to prioritize water supply for farms, if increasing demand ultimately leads to allocating water supply.

Right to Farm Ordinance

Another technique includes “Right to Farm” ordinances which establish parameters that permit farmers to conduct essential farming practices that may create nuisances to adjacent commercial or non-residential property owners. Within the Cumberland Region, municipalities including Fairfield, Hopewell and Lawrence Townships have established “Right to Farm” ordinances.

Develop Industries Related to Farming

Part of what makes the Cumberland Region so special is its farmland. The WSCR is one of the largest agricultural regions in the State of New Jersey. The marketing of farm products through produce stands, “pick your own” operations, or active farm markets all contribute to the



farming identity. One of the issues identified at the regional vision workshop is the need to develop industries that support agricultural priorities of the region. This includes not just agriculture, but also aquaculture, hydroponics, and marine-based industries. Through municipal land use controls, regulations should be put into place that encourage agri-industry types of businesses. Municipal zoning ordinances and performance-based standards should ensure an agri-industry’s appropriate location and compatibility with surrounding uses. Zoning districts should explicitly recognize agricultural industries.

Agri-Industry

The best way of preserving farming in Cumberland is to improve the profitability of farming operations in the region. Given the higher costs of living in New Jersey, farmers that rely upon traditional row crops to survive will increasingly find themselves at an economic disadvantage. Farmers will thus need to better identify farm products that can occupy market niches. For example, farmers can identify products that are prized in the Hispanic community, grow those products, and cooperate with wholesalers to market the products in those areas. In general, foods that are sought after in ethnic communities would be desirable commodities. Nursery and landscape crops are responsible for an increasing share of farming revenues in the County, and farmers should continue to diversify into this area.



The state should provide funding for farmers to transition into new products, as the equipment required to grow these new niche products often differs dramatically from existing equipment. Farmers should also take advantage of the proximity of the Food Innovation Research

Extension Center in Bridgeton, which is a partnership between Rutgers University and the NJDA. Farmers can be counseled on how to realize a vision they may have for new operations, or can join an Entrepreneurial Network to discover how other farmers in the area are preparing to diversify into new products and operations.



Agricultural Enterprise District

Another way to maintain farmland viability in Cumberland County and create investment in rural areas is through the use of an Agricultural Enterprise District (AED)¹. This would be a state program, but

¹ The Agricultural Enterprise District. Prepared for The Cumberland County Agricultural Development Board. Prepared by the Heinrich Hultgren Team. September, 2001.

managed at the County level, by the County Agricultural Development Board (CADB). The CADB must establish the area's agricultural viability, calculate the number of farmers willing to enlist and win the support of the municipality. Those with viable, productive agriculture and CADBs with the staff and resources necessary to run the program are qualified. The district is then designated by the State, County or municipality. Farms that voluntarily apply and meet the criteria can be included in the zone, as well as farm-related businesses.

Funding would be similar to the UEZ program. The State would return taxes paid by farm landowners (including State inheritance, income or sales taxes). Alternatively, the county or municipality would dedicate property taxes paid by farmers to the program.

Benefits could include:

- Grant funding or cost-share programs for individual farmers;
- Exemption from sales tax on equipment and supplies used in agriculture production;
- Exemption from property tax on single-purpose farm buildings and structures;
- Regulatory streamlining for all state and county rules;
- Strengthened "Right to Farm" protection;
- Marketing and promotion of major commodities;
- A county link with the Statewide Farmers' Market Line computerized database; and
- Job training.

This would require action by the Department of Agriculture and New Jersey Legislature.

Transportation

Roadways

Perhaps the greatest transportation priority for municipalities in the WSCR study area is an improved regional connection. However, there are two significant obstacles to improving any regional connection to Cumberland County: lack of funding, and the perceived environmental and demographic impacts of constructing new roadways.

Route 40 and County Route 540, among others, have been identified, as offering the greatest potential for improved access to the region. Business stakeholders have also called for improvements to Route 322.

More ambitiously, interest has been expressed in a new interstate highway through the region, from Delaware Memorial Bridge to Atlantic City. Such a study could be spearheaded by the New Jersey Turnpike Authority.



In the near term, a greater push should be made for more discrete improvements. In some respects, Route 40 would be easier to improve on-alignment than CR 540, as it has a more adequate vertical and horizontal alignment, and there may be few environmental issues. To make better use of Route 40, however, a southern bypass of

Woodstown Borough in Salem County is required. Pilesgrove Township, which would be the site of the bypass, is opposed to the bypass. Further, the Woodstown Bypass was eliminated from the State study and development program, as the State is not making sufficient funding available for larger projects.

Similarly, the Route 55 extension to Cape May was also eliminated from the State study and development program due to a lack of funding. State legislators have proposed bills to fund concept development and design of the Route 55 extension.

A study to improve CR 540 should be added to the SJTPO Unified Planning Work Program. While it would be more difficult to improve CR 540 to NJDOT principal arterial design standards than Route 40, it currently offers perhaps the fastest route from Bridgeton to the Delaware Memorial Bridge. Improvements to Route 77 should also be considered for the State study and development program.

A number of the more critical regional roadway improvements have been clearly identified. At this point, less emphasis should be placed on a transportation needs assessment, and more on securing the funding needed to advance the projects through the NJ DOT project development process. A priority should be to restore Route 55 and Woodstown Bypass projects to the State study and development program. At the same time, the environmental impacts of major roadway projects, whether the Route 55 extension or a new east-west

roadway, would need to be addressed. For any local access roadways in Cumberland, efforts should be made to discourage strip development.

In addition to those improvements that enhance access to Cumberland County, it would also be desirable to improve east-west roadways within Cumberland County, especially to facilitate access to Route 55. It may be feasible in the near future to implement needed improvements to a cross-county route, CR 552. This roadway is currently under study by the SJTPO, and the needed improvements have not yet been identified. Improvements to Route 56 should also be considered.

Development along key roadways in the future may erode roadway capacity and safety. An access management study could identify actions to preserve the capacity of CR 552, Route 56, Route 77 and other major roadways even in the absence of major physical improvements. An access management strategy would provide guidelines on the frequency and spacing of driveways, and would encourage adjacent land uses to provide internal roadway links.

Transit

The Cumberland County Improvement Authority has applied for funding for a new fixed-route transit line which would extend from Carll's Corner in Upper Deerfield to Vineland. This will help address the need for an east-west transit line in the northern part of the county; the SJTPO should be encouraged to support this program. Under this grant program, funding is guaranteed for only one year following an award; presuming that funding is initially authorized, funding should be extended for an additional year.

The Cumberland County Improvement Authority has received an award from the Federal Transit Administration for a Jobs-Access Reverse Commute (JARC) program. This would support a "demand-response" system, in which transit-dependent County residents could request the CCIA van to pick them up at pre-scheduled times. Although typically created to respond to the transportation needs of social service clients, this service could be used to transport persons from their home in more rural areas to their workplace, every day from Monday through Friday, if necessary. Until population density increases in certain areas thus making fixed route transit service more viable, innovative transportation systems such as the use of demand-response transportation should be

used to meet the needs of transit-dependent County residents. Funding should be sought to continue and expand transit programs.

Rail

The Winchester & Western Railroad has been identified as an important asset, particularly for major bulk good companies in the county, such as minerals. The Winchester & Western service could be further encouraged if the State adopted a program similar to that found in Pennsylvania, and helped fund the construction of rail sidings for new industrial customers. The State could also take on a greater share of rail maintenance,



over its existing 70% share.

Bike Routes

Possible bike routes have been identified through the Cumberland County Bike Plan. However, a number of actions must still take place. Roadways that are currently suitable for bike travel must be signed. A bikeway brochure should be prepared. Along with indicating bike-compatible roadways, possible rest stops for bicyclists should be indicated. The County Tourism Department should also integrate the bikeway plans with other County attractions. More ambitiously, the County should evaluate acquiring easements to develop an off-road bike path system within the WSCR municipalities. The Cohansey Greenway would be part of this effort. Municipalities should also plan for bike facilities as part of the circulation plan in their master plans.

Sewer and Water

Sewer

A relatively small area of the WSCR study area is currently sewered, with the Cumberland County Utilities Authority (CCUA) being the sole public sewer provider. The major obstacles to expansion of the CCUA sewer service area are financial and environmental.

Significant public sewer expansion could still take place within the CCUA planned sewer service area; the Borough of Shiloh and parts of Hopewell, Upper Deerfield and Fairfield Township are approved for

public sewer regardless of the amount of discharge. This public sewer service area largely corresponds to the area within the planned Bridgeton Regional Center, and expansion will be critical to realize the goal of concentrating a greater amount of development within the center. Financing the expansion of public sewer within this area should thus be a municipal priority, with assistance from the State and from the US Rural Development Administration.

NJDEP has indicated that it will more rigorously screen any future request for needed permits, if this leads to significant growth outside centers. Municipalities in the WSCR should thus review the center boundaries currently proposed to ensure that any area that could possibly benefit from public sewer in the future is included within these centers.

Package treatment plants should also be more widely employed in the study area as an “interim” measure between septic facilities and public sewer systems, or even as a final measure. Package treatment plants have increased in reliability in recent years, and NJDEP regulations should be more flexible in permitting their use. Package facilities will permit a somewhat greater density of development in centers that could not feasibly be included in a public sewer service area in the near future, while avoiding the health or technical problems that sometimes arise with septic systems. Package plants also have the benefit of returning water to the same watershed from which it was drawn, and thus benefit water supply planning.

Additional sewer service strategies include: to amend the Rural District Wastewater Management Area by adding Deerfield to the CCUA sewer service area; to pursue the construction of sewage treatment plant and/or pipeline in Port Norris and Laurel Lake and to identify a feasible sewerage treatment plan for Fortescue. Sewer facilities in Port Norris and Fortescue are critical to support ecotourism services in those communities.

Water

A major issue in the study area is whether development could be limited by the water supply. The large part of Cumberland County falls within Watershed Management Area 17, which was projected by the NJ DEP in its 1995 Water Supply Plan to have a “dependable yield” water supply deficit of 9 MGD in the year 2010. Unfortunately, the Area 17

Watershed Management Plan study which was to have more definitively resolved the nature and extent of the water supply deficit in the area was disbanded by the State. This effort could also have identified the most feasible means of addressing the water supply deficit in the County, if indeed it exists. A critical priority, therefore, is for the State to revitalize the watershed management planning effort.

However, a number of actions can be taken to better preserve water resources in the area, even in the absence of a more comprehensive planning effort. Greater use can be made of recycled water and different water conservation techniques. The CCUA plant in Bridgeton, which currently discharges treated effluent to the Cohansey River, should ideally discharge to ground water, and thus recharge the aquifer. This action would be expensive, requiring the infusion of new capital equipment and the purchase of land. This should thus be a priority for funding, with any action to be phased in over a reasonable period of time.

Community Facility/Services

Public Recreation Facilities

Intermunicipal/County Parks

There is a limited amount of municipally owned parkland within the WSCR. One of the issues identified is a need to develop a greater number of active recreational facilities within the region. As a result, the WSCR should consider developing an intermunicipal park system to help increase the amount of parks and open space within the region. Benefits of an intermunicipal park system include shared costs of land acquisition, park development and on-going maintenance. Shared park systems and services offer the greatest potential for smaller, geographically compact communities. This is particularly true of smaller communities with resource limitations, such as those in the Pinelands or CAFRA region.

The Cohanzyck Zoo in Bridgeton is one of the prized recreational amenities in the WSCR area, and visited by households from all over the County. This could serve as a test case for shared financial support from WSCR communities, as shared and regionalized services are considered.

County Park/Open Space Plan

Cumberland County is already in the process of developing a County Open Space Plan. Such a plan should explore the possibility of a County park system. It should also incorporate a prioritized list of open space and recreation priorities to serve as a planning tool for state, county and municipal open space and recreation acquisition.

Education

Cumberland County College is seeking to become one of the 10 new technology incubators designed by the State of New Jersey. Practices that require specialized training, such as aquaculture, are receiving great attention from the County College. The County should promote development of new and innovative technologies, such as solaraquatics and wetlands management. A Food Innovation Research Extension Center has been established by Rutgers University in Bridgeton; to complement this center, food industry technology should be an emphasis at the County College.

In addition to the agricultural related jobs and economic opportunities, employment training initiatives should also capitalize on the region's glass making heritage by offering glass training programs.

Housing

Affordable Housing

The housing opportunities within the WSCR reflect the diverse nature of the area and the historic development patterns. Bridgeton, as the urban center, offers a variety of generally older housing stock, ranging from apartments and multi-family units to row housing and single-family housing. There are also settlements along the Delaware Bay including both seasonal and year round housing. River based communities in Maurice River Township and other larger settlements in Port Norris, Fortescue, Fairton, Laurel Lake, Rosenhayn, Seabrook and Cedarville provide diverse housing stock in their centers.

In New Jersey each municipality has an obligation to provide its share of affordable housing needs as determined by the Council of Affordable Housing (COAH). To meet the obligations, COAH has established affordable housing targets for all municipalities in the State.

As of April 2003, only two municipalities within Cumberland County have New Jersey COAH certification: Commercial Township and Vineland

City. Upper Deerfield is a 'court town' and is currently under litigation. Other municipalities in the WSCR area should prepare or update their individual Housing Plan elements and achieve COAH certification. This would have two important effects: 1) certification would remove the threat of court action that could accompany new housing developments; and 2) it would enable the municipality to receive Plan Endorsement from the Office of Smart Growth.

The WSCR should also identify ways for the municipalities to cooperatively address their COAH housing obligations. As one example, municipalities could investigate regional contribution agreements (RCAs), through which the construction of new affordable housing units in one community is subsidized by another municipality.

To prepare the housing plans, municipalities should pursue housing grants through the State.

Migrant Housing

An issue of particular concern to the study area is housing for migrant workers. Although there are no farms within Bridgeton, people working on farms in the surrounding areas have often come to locate within the City. It is estimated that as many as 3,000 to 5,000 migrant workers are housed in Bridgeton every growing season. The lack of short-term rental space creates significant over-crowding, neglected housing and other associated problems. Ideally, the need for updated housing for migrant workers could be addressed through a regional effort involving the County, and municipalities surrounding Bridgeton.

Economy

The WSCR has been economically stagnant since the decline of its historic major industries: glass and fishing. It has experienced a slower rate of growth than the State, with a higher unemployment rate and a lower income level; indeed, its median family income and per capita income were lowest in the State in both 1989 and 1999.



Cumberland County has had success targeting industry for areas with adequate infrastructure, especially in

Vineland and Millville. As identified in the *Potentials for Economic Development* report, there are a number of potential industries that could grow in the WSCR communities with the infrastructure to support them. Among them are certain sectors of the glass industry and food processing.

However, large areas of the WSCR lack the infrastructure necessary to accommodate large-scale economic development. In these areas, the primary activity may be agriculture, including nurseries, specialized produce, or aquaculture. In other areas, with scenic vistas, historic structures, bird watching fishing and other recreational activities, ecotourism is an appropriate economic generator.

Ecotourism

The County produced an Ecotourism Plan in 1996. The County's Ecotourism Plan identifies six themes that build on the county's historic and natural resources. These include marine-based industries and recreation amenities: tracing Cumberland County's Maritime Heritage; boating adventures in Cumberland County; hunting, fishing and crabbing opportunities; birding, biking and hiking; and tracing the natural history of glass in the County. The County has initiated a number of efforts to promote this plan. In 2002, a \$300,000 marketing campaign to promote Cumberland County both to the local residents and visitors and investors was completed. However, there is a need to go further to attract the tourism dollars.

The lodging expenditures in Cumberland County fall well below the State average. Cape May generated over 96% of tourism related expenditures in the Southern Shore Region that includes Cape May and Cumberland Counties. A goal to increase tourism activity by 20% over the next five years through targeted marketing and promotional activities would have dramatic economic impact on the rural areas of the region.

Lengthening the stay of tourists – at a minimum, accommodating a greater number of overnight stays – is a key element to gain tourism dollars. Since Cumberland County does not have major attractions, it will be critical to package destinations together for potential tourists to entice them to extend their stay.

The WSCR needs to implement a comprehensive tourism package that will do the following:

- Dramatically increase the number of hotel rooms and restaurants, especially along the Bayshore Route and its historic villages;
- Encourage strategic planning for towns on the Bayshore bicycle trail to focus future business opportunities;
- Establish a County based website to coordinated ecotourism opportunities and program;
- Provide strong coordination of tourism events and attractions, both year-round and seasonal;
- Identify and seek funding for key attractions that will draw visitors to the region, such as a Regional Nature Center; and
- Strengthen the County Office of Tourism and coordinate activities with special emphasis of the WSCR.

As one possibility for increasing coordination, there could be consideration of creating a Cumberland County Vacation Bureau, consisting of any business that would benefit from increased tourism. This would provide a forum in which area businesses could cooperate and creatively plan to link their attractions or services as part of an overall package.

Agri-Tourism

As part of the ecotourism effort planned for the Cumberland County area, an agri-tourism campaign should be planned. A brochure should be prepared identifying the farms open to public sales in the County, along with the products sold there, and the days and hours of operation. This could be combined with a list of bed and breakfast operations, motels/hotels, campgrounds, and wildlife management areas. This has worked well in the Skylands Region of northwest New Jersey.

Develop Industries that Support Agriculture

Food processing, especially small scale, value added processing of fresh foods and aquaculture, including recent efforts in shell fishing and tank farming hold potential to generate limited real estate development in the rural areas.

The growing nursery business in the County can spawn spin-off businesses that serve the nursery industry including truck, fertilizer, seed, burlap and other related goods and equipment.

To support these businesses, the zoning should be evaluated to ensure that appropriate performance standards are in place to accommodate ag-industries in appropriate locations. Intermunicipal revenue sharing could serve to concentrate these industrial facilities in the regional industrial parks where infrastructure and services are available.

The County College and County Technical School should continue and expand educational offerings to support these businesses.

Develop Businesses Which Complement the Region

Real estate development in rural areas not appropriate for agriculture or aquaculture should focus on micro-businesses and those that support the growing recreation and ecotourism industry.

There is a need to identify financial assistance programs available to smaller business in the rural areas. The Region should look at innovative solutions to support these businesses, such as through the CCIA by establishing a loan guarantee program for micro-businesses that would serve as an incentive for bank lending.

In additional, funding to support micro-businesses should be pursued. A pilot program possibly funded through the USDA Rural Development or the New Jersey Department of Commerce should be pursued to support a business assistance pilot project in the CR 553 corridor. CR 553 is the most important roadway linking together the shore communities.

To expand tax advantages beyond the limited Urban Enterprise Zone in Bridgeton, the WSCR should work with the legislature to extend the boundaries of the UEZ zone in the county to include the proposed intermunicipal industrial park or similar areas which could include an infusion of revenue and loan guarantees. Better still, the Rural Enterprise Zone, discussed in an earlier section, should be vigorously pursued. Alternatively, sites could



be selected in the UEZ for development, but should be coupled with a revenue sharing agreement.

The aquaculture industry holds promise in the rural areas of the WSCR. Aquaculture can support the farming industry by supplying a market for some of the by-products which can be used as fish food. Because of the lengthy lead-time in establishing a cash flow in the aquaculture industry, the CDC should develop an outreach program to local bankers.

Continue Revitalization Efforts

The New Jersey State Development and Redevelopment Plan strongly supports redevelopment and revitalization of our urban areas. Bridgeton, the center of the WSCR, has a redevelopment program underway with funding available through the Urban Enterprise Zone and Empowerment Zone programs, in addition to recent Hope VI federal funding for housing and commercial development.

Intermunicipal Cooperation

Establish Intermunicipal Revenue Sharing

Revenue sharing can help in successful implementation of the WSCR plan. It can temper ratable chasing and inefficient, uncoordinated planning. It can also help balance the benefits of development with the less tangible quality of life amenities for which the WSCR is known.

The basic purposes of tax revenue sharing are:

- To reduce competition among communities for attracting non-residential properties;
- To create a fair distribution of tax benefits from development in each community; and
- To permit a 'smart growth' approach to regional land-use planning to be undertaken in a rational manner curtailing haphazard and conflicting development.

Cost and revenue sharing agreements have been very successful elsewhere. The two most outstanding examples are in Minnesota, where Minneapolis and St. Paul (with seven counties and 187 jurisdictions) entered into an agreement under the State "Fiscal Disparities Act" in 1971; and New Jersey, where the Meadowlands are being planned and developed by the New Jersey Meadowlands Commission, a regional agency. Other approaches have been implemented through Joint Intergovernmental Agreements. The summary of these cost and revenue sharing agreements are presented below. Their applicability to the WSCR is then addressed.

Minnesota Approach

The Minnesota approach includes only non-residential properties created after the date on which the program was first adopted. Sixty percent of added assessed values are retained by the community where the new properties are located, and 40 percent are placed in the pool to be shared by all communities. This division recognizes that the host community must bear most of the added costs of servicing that property, but also that other communities may also have to bear some added costs. The distributions are independent of expenditure needs.

Joint Intergovernmental Agreements

Joint Intergovernmental Agreements have been allowed in Virginia, Kentucky, Colorado, Michigan and Ohio through State enabling legislation. This approach permits local governments to enter into a contractual agreement for a specific development, or an area where development might occur. The contract described contributions in terms of services or infrastructure and the revenues to be received from the development.

Hackensack Meadowlands

A regional commission, the New Jersey Meadowlands Development Commission, controls development and apportions property tax revenue among 14 municipalities. This tax-base-sharing program is aimed at ensuring that those communities that contain valuable tidal wetlands do not suffer financially because the wetlands cannot be developed for business or industrial development. The 1972 Hackensack Meadowlands Development Commission and Redevelopment Act provide the legal basis for the tax base sharing program. Forty percent of the increase in each municipality's tax base over the initial 1970 valuation is subject to the tax-sharing program. Redistribution is based on the number of school children and the proportion of property each town has in the Meadowlands District. All affected municipalities equitably share in the new financial benefits and new costs resulting from the development of the Meadowlands District as a whole.

WSCR Revenue Sharing

CDC Intermunicipal Industrial Park

The Cumberland Development Corporation has initiated development of an industrial park to serve as a revenue sharing mechanism for the Region. Most of the CDC municipalities have relatively limited

commercial potential, and the infrastructure and supporting improvement costs of an industrial park would exceed the financial abilities of an individual host community. The proposed intermunicipal industrial park is an innovative approach to revenue and cost sharing. The exact parameters of the revenue sharing approach are currently being assessed. This can serve as a demonstration project of revenue sharing techniques or development policy strategies that could be replicated in other places as a possible answer to problems of urban decay and suburban sprawl.

WSCR Revenue Sharing District

Through the WSCR strategic plan, it is apparent that other options are needed to help share the revenues of the region. The extent of constrained lands in the Region, the lack of infrastructure and limited accessibility all have established a dichotomy of have and have-nots in the Region, in one of the poorest counties in New Jersey. The need to more equitably distribute revenue and to share benefits was a main impetus for this study. As shown in the prior examples, both nationally and in New Jersey at the Hackensack Meadowlands, opportunities exist to expand approach to revenue sharing looking for unique innovative solutions.

Property tax reform, if ever implemented in New Jersey, would help stem the ratables chase for more non-residential development and help guide development to appropriate areas. But it will not solve the revenue disparities of the WSCR municipalities. The nature of the Region, with the unique Bayshore habitat and extensive natural lands precludes significant development for many of the WSCR municipalities. These untaxed lands provide recreational and environmental benefits for the Region and the State. There is a need to balance the areas which can appropriately handle large-scale development – such as in the Bridgeton Regional Center - with the public lands in those other Bayshore municipalities. This presents an opportunity to derive a regional solution, with innovative ways to share the wealth - both in tangible revenues and the wealth of the quality environment.

Shared Services

The WSCR municipalities have identified the need to reduce costs of providing public services through a shared services approach. Currently the level of municipal services varies for the WSCR municipalities. Bridgeton, as an urban community provides a full range of services to its

residents. Most of the other municipalities have much more limited services. As an example of intermunicipal cooperation, there are limited public works services sharing staff between Bridgeton and Fairfield. With all the towns, there are mutual aid agreements between EMS service providers.

As the WSCR area grows in the future, there will likely be greater demand for services such as trash removal, road maintenance, parks and recreation, and building inspection. Services such as tax collection, animal control, and courts can also be shared. Sharing services can help to lower costs and provide a greater level of services to the residents.

The WSCR study participants acknowledge that these programs should be further explored. Funding would be needed through the State, likely through the Department of Community Affairs, to develop a workable plan and program for the WSCR. Certain services may be intermunicipal, serving adjacent municipalities or regional in aspect. For example, the need for Animal Control may require that the County or the Region lead the efforts. The only municipal Police Department is in Bridgeton; the other 11 municipalities in the WSCR rely on the State Police for policing and security. Given that the State has discussed charging municipalities for police services, the need to explore a regional police department would be a possible option. Cooperative shared road maintenance agreements should be considered since many towns do not have road departments.

The Interlocal Services Act and the Consolidated Municipal Services Act allow any two or more local units to contract to provide jointly any service or function which any one of them can provide for itself. These laws are available to any combination of municipalities, counties, school districts, and, under certain conditions, local public authorities. As noted in the WSCR Region Profile, due to the rural nature of the region, funding for community services, such as parks, is rather difficult.

Regional Efficiency Aid Program

According to DCA, New Jersey has provided \$19.54 million in direct credits to residential taxpayers whose towns or schools have participated in shared service agreements.

The funding is being provided through the state's Regional Efficiency Aid Program, or REAP, which offers property tax relief as an incentive for local officials to combine services and cut costs and taxpayers will continue to receive a benefit as long as the shared service activity is in place, as well as credit for any additional actions taken by their municipality or school district.

REAP, and its companion program, REDI, the Regional Efficiency Development Initiative, are designed to help municipalities and school districts reduce spending and save taxpayer dollars. Legislation creating the two programs was signed into law in April 1999. (It should be noted, however, that the REDI program was put on hold in 2002 due to a lack of state funding.) The state has devised formulas to calculate the amount of tax relief a specific shared services action would generate under REAP. The formulas take into consideration such factors as the type and difficulty of the shared service, as well as the fiscal stress and population of the community.

A tax credit is applied to property tax bills for each calendar year in which the shared services agreement is in effect. Property owners whose home is their principle residence, and tenants in dwellings of five or more units, are eligible for the REAP assistance.

Bridgeton Regional Center Partnership

To support Bridgeton's efforts and to enable an expansion of the Bridgeton Regional Center to encompass Upper Deerfield and Hopewell, there needs to be a cooperative planning effort undertaken. A Bridgeton Regional Center Partnership should be formed to address issues and needs of the Center in a comprehensive manner. The Partnership should meet on a regular basis to coordinate on inter-governmental issues and services.

State Plan Endorsement

Obtain Plan Endorsement Status

The WSCR Plan will most greatly benefit those communities that follow through with the actions necessary to gain Plan Endorsement. Each municipality must individually approve the WSCR Plan to receive Endorsement. Municipalities should also take steps to ensure that their municipality receives plan endorsement and centers are established under NJ Office of Smart Growth guidelines.

As part of the WSCR strategic plan, a planning and implementation agenda has been developed. Funding should be sought to implement the planning agenda.

CENTERS

Centers are a key element of the New Jersey State Development and Redevelopment Plan. Centers are defined as a “compact form of development with one or more cores (pedestrian-oriented areas of civic or commercial uses) and residential neighborhoods.” As stated in the New Jersey State Plan, “centers are the preferred vehicle for accommodating growth” for a whole host of reasons. They preserve more land than sprawling development patterns, reduce the number of vehicular trips, support pedestrian activity, and have many other benefits.

In some ways, centers actually assume more importance for the WSCR communities than for the much more densely populated municipalities in northern and central New Jersey. In Cumberland County, there is a greater opportunity to use centers to concentrate development, and to avoid the sprawling patterns that characterize so many areas elsewhere in the state. By the same token, a greater share of existing farmland can be preserved than elsewhere in the state.

Following is a list of centers for the Western /Southern Cumberland Region. It should be noted that some centers may not always meet the State Planning Guidelines for what constitutes a center, in terms of employment density or residential density. There is a greater amount of vacant land in a number of the centers than found elsewhere in the State. This reflects the historically rural character of the communities in the study area, with modest population bases and sparse commercial services.

To provide the opportunity for a reasonable level of commercial development, and for residential development to meet the needs of the next generation, it is important to provide sufficient space in the centers for expansion over the currently, extremely limited development. Redevelopment will not yield the same potential in jobs and housing units as it would in more urban areas elsewhere in New Jersey. Further, the preservation of agricultural lands has been called out as a high priority. The centers can serve as receiving areas to transfer density from the agricultural lands throughout the study area.

All centers, proposed and designated, are depicted in Map 5. All proposed centers are depicted in aerial photographs in the Appendix.

Bridgeton

Bridgeton Regional Center

The City of Bridgeton serves as the heart of the Bridgeton Regional Center, which also includes Hopewell Township and Upper Deerfield Township. The proposed town center of Gouldtown and the proposed village center of Fairton in Fairfield Township are also adjacent to the City of Bridgeton. It is the one urban center within the Western/Southern Cumberland region, and the only municipality in the WSCR area consisting wholly of Planning Area 1. Bridgeton is the only municipality to be completely sewerred. Bridgeton contains numerous



residential neighborhoods, small commercial centers, an historic CBD, and several industrial areas, including the South Woods State Prison, a major employer. It is also the County seat. The City Park is the largest municipal park in the region, and, particularly because of the presence of the Cohanzick Zoo, a great amenity.

Revitalization is a pressing need in Bridgeton, and WSCR communities have acknowledged that economic redevelopment in the city is needed to help lift up the economic status of the entire region.

Commercial Township

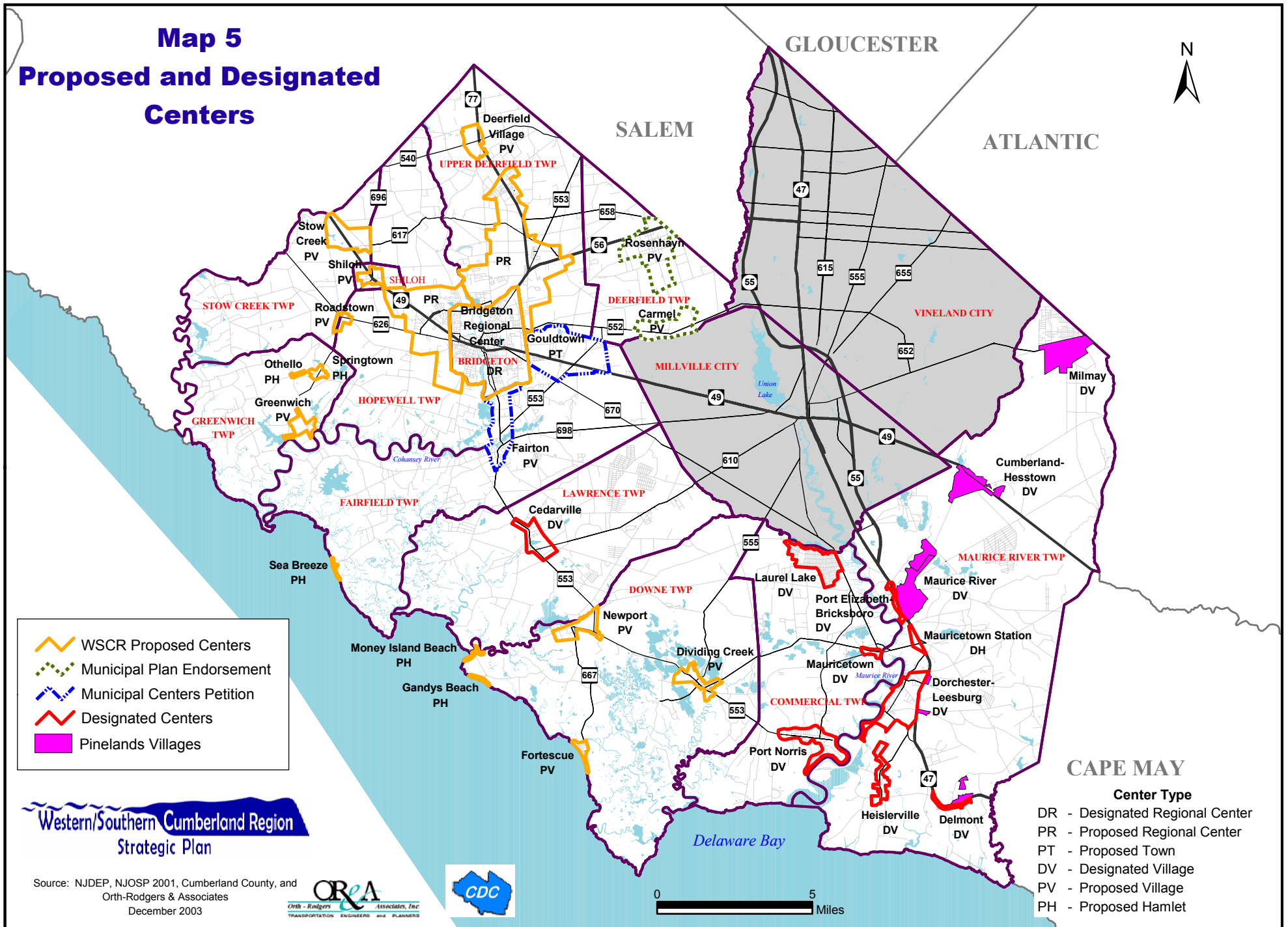
Laurel Lake Village

Laurel Lake is a designated village along CR 670 in Commercial Township, directly below Millville. It lies in Planning Area 5. It comprises one of the larger residential neighborhoods in the region. It also contains a general store, gas station and liquor store. The use of on-lot sewerage for small lots has resulted in septic failures, and improved sewerage infrastructure is needed.

Mauricetown Village

Mauricetown is a designated village located in PA4 in Commercial Township. It lies along CR 744 and CR 676, next to the Maurice River.

Map 5 Proposed and Designated Centers



Source: NJDEP, NJOSP 2001, Cumberland County, and
Orth-Rodgers & Associates
December 2003

OR&A
Orth-Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS AND PLANNERS



0 5 Miles

Mauricetown is a predominantly residential center and also contains several small commercial and community services such as a post office and fire hall. It is an historic community, with well-preserved 19th century



homes, and antique shops, and fits well into the region's ecotourism theme. Sand mines immediately to the west will ultimately present a reclamation and redevelopment opportunity.

Port Norris Village

Port Norris is a mixed use residential and commercial center in Commercial Township along Maurice River, proximate to the Delaware Bay, and at the terminus of CR 553. It is a designated village in PA 5. The Commercial Township municipal hall is here, as is the post office, several restaurants and other commercial uses. It is an historic fishing center. With its maritime heritage, Port Norris is an important part of the County ecotourism plan. Public sewer is needed for both modern industries and maritime-oriented tourist services. It has a number of historic homes along main streets in need of rehabilitation, as well as more modern houses.

Deerfield Township

Deerfield Township wishes to maintain its overall character as a rural farming community. One of its primary planning objectives is to focus growth into "the existing centers of Carmel and Rosenhayn or specifically planned areas meant to prevent an indiscriminate sprawl" (2002 Master Plan). The Township thus wishes to nurture the growth of Carmel and Rosenhayn as vital, mixed use communities. These villages are proposed to be the "main receiving area within the Township of a variety of housing types at varying densities." Both proposed centers are being processed separately from the WSCRSP, in a municipal plan endorsement application.

Carmel Village

Carmel, located in PA5 in the south central part of Deerfield Township, is a proposed village. It is the subject of a municipal plan endorsement application to the State Planning Commission. The village straddles CR 552, an important east-west county route. Residential development is sparse, and the village has several small commercial uses, a small school, and a volunteer fire department, among other land uses. Public water and sewer is needed to help support a more concentrated residential population, and to thus accommodate residential development that otherwise might be attracted to outlying areas. Covering an area of 1.17 square miles, with a developable area of .72 square miles, it encompasses a population of 282 and 107 dwellings. Employment exceeds 50. Design controls are needed to ensure its appearance and function as a mixed use village.

Rosenhayn Village

Rosehayn, located in PA 4 in the north central part of Deerfield Township, is a proposed village. It lies on Route 56, one of the few state highways in Cumberland County. Further, the village is in relatively close proximity to Route 55, the only limited access highway in the County. Its population is 1,143, with 416 housing units and more than 200 jobs. It covers an area of 2.3 square miles, with 1.59 square miles of developable land. It is home to manufacturing/warehousing operations including trucking companies, a refrigerant manufacturing plant, and farm produce processors. It also has commercial firms, including retail sales, a bank, insurance office, and gas stations. Community services include a post office and the Township school, municipal complex and fire hall. Similar to Carmel, public water and sewer are needed to help support a more concentrated residential population. The Master Plan suggests considering multi-family housing in southern Rosenhayn, next to the Township school. Also similar to Carmel, design controls are needed to develop its image and function as a mixed use village.

Downe Township

Much of Downe Township is covered by low-lying meadows, and by private or state conservation lands. Development potential is minor, and the proposed centers will accommodate future residential growth and limited commercial development in a traditional rural setting. Dividing Creek Village and Newport Village are among the string of historic mixed use villages along CR 553 that have traditionally provided homes

and limited commercial services to workers in oystering, lumbering and farming industries.

Dividing Creek Village

The proposed village of Dividing Creek is located at the intersection of CR 553 with CR 555 and CR 676. The village lies in PA 4, with wetlands bordering the village to the south, with some wetlands inside the center boundary. Covering an area of 384 acres, it contains 19 acres of developable land. It has a population of 425 in 170 housing units. It contains some historic homes, a gas station, an historic Baptist church, an old school, and the fire hall. The Master Plan calls for a mixed use center, with commercial uses targeted for the outskirts of the village. The village center boundaries would be consistent with the V-1 and V-2 zoning districts that encompass Dividing Creek. The V-1 district permits homes on 20,000 square foot lots, and the V-2 district on 30,000 square foot lots. There is no public sewer or water, and none planned.

Fortescue Village

The proposed village of Fortescue rests on the Delaware Bay, at the end of CR 637. It lies within PA 5. It is an old fishing village, and was a popular summer resort. Today there is a residential area, marina, service oriented commercial businesses, and a hotel/restaurant. It has a population of 275, in 396 housing units. It covers an area of 120 acres, with 7 acres of developable land.

Fortescue has great potential as a tourist center, and the 1995 Master Plan calls for a community of small retail shops, tourist services and family-oriented recreational activities. The State Marina and a commercial redevelopment area with parking is envisioned for the northern end, and another commercial redevelopment area to the south. There is no public sewer; none is planned in the near future, but there is an increasing recognition that sewer would be desirable to accommodate the tourist facilities. The Cumberland County Rural District Wastewater Management Plan calls for new sewer facilities at Fortescue. These could conceivably take the form of a package plant. The proposed center boundary is the same as the NJDEP coastal village boundary in the CAFRA regulations. By redeveloping a bay resort community, Downe Township will reclaim its heritage and make a valuable contribution to a developing ecotourist strategy that safeguards the area's natural resources.

Newport Village

The proposed village of Newport is located at the intersection of CR 732 and CR 637, just off CR 553 at the western border of Downe Township. It lies within PA 4. It covers an area of 457 acres, with 89 acres of developable land. It has a population of 615 in 286 housing units. It has a small commercial area, with a general store and gas stations, as well as a school, fire hall, and churches. It contains a densely populated residential area with large Victorian homes built by persons in the oystering industry. The center boundary would include portions of the V-1, V-2 and I-1 districts around Newport, but not the entirety of any. The sparsely populated areas in the west of the V-2 district are not included, nor is the southern portion of the I-1 district. There is no public water or sewer, and none anticipated. Newport would continue its role as a small, mixed use village with limited residential and commercial growth.

Gandy's Beach Hamlet

This proposed hamlet is a small residential community on the Delaware Bay, close to Nantuxent Creek. It is in PA 5. It is 40 acres in size, with a population of 196. There is no public water or sewer, and no new development is envisioned. Gandy's Beach would continue as a small residential community.

Money Island Hamlet

This proposed hamlet is a small residential community on the Delaware Bay, adjacent to Nantuxent Creek. It is in PA 5. It is 46 acres in size, with a population of 101. There is no public water or sewer, and no new development is envisioned. Money Island would continue as a small residential community.

Fairfield Township

Fairfield Township is directly east and south of the City of Bridgeton. Fairfield is currently coordinating with the State Planning Commission to designate Fairton as a village center and Gouldtown as a town center. Given the proximity of both centers to the City of Bridgeton, it would be desirable to ultimately consider folding these two centers into the Bridgeton Regional Center along with Bridgeton, Hopewell and Upper Deerfield. Fairfield is seeking center designation to focus growth in these two centers, and to relieve pressure for developing agricultural

lands in the environs. Both centers are being processed separately from the WSCRSP, in a municipal centers petition.

Fairton Village

The proposed village of Fairton is an historic community, situated at the crossroads of CR 553, CR 609, and CR 692. It is an old fishing community and the Fairton Marina is located on the Cohansey River. The village is located within PA 4. There is no public sewer or water,



and no infrastructure is envisioned for Fairton in the near future. The boundaries for the Village Center extend from the historic center north to the township border with Bridgeton, with the west boundary being the river and east boundary being the Winchester and

Western Railroad. The center covers an area of 1.59 square miles, encompassing 382 acres of developable land. It has a population of 1,935 in 353 housing units. A mix of residential, commercial and industrial uses are found within the center, as well as an 18-hole golf course. The center also accommodates the Township municipal complex, recreational area, elementary school and post office. The village presents redevelopment opportunities with vacant or under-utilized properties.

Gouldtown Town

The proposed town of Gouldtown is an older suburban community centered on Route 49 to the east of Bridgeton. It contains Planning Areas 1, 2 and 4. The center of Gouldtown actually consists of four distinct neighborhoods, with an area of 3.28 square miles. It has a population of 2,332 in 771 housing units, and about 185 jobs. The primary use is residential, although there are commercial uses along Route 49. There are also sand mines in the center, reclamation of which should be an important land use planning strategy. There is essentially no public sewer or water; the one exception is Tips Trailer

Park adjacent to Bridgeton, which is served by the City of Bridgeton. Public sewer and water is desired in this center, partly to serve the new elementary school, and should be extended to support medium- and high-density residential and commercial development in appropriate locations.

Seabreeze Hamlet

This proposed hamlet is located in PA 5, about seven miles southwest of Fairton on the Delaware Bay. It is a residential community, with a number of housing units strung along the Bay. Fairfield Township has coordinated with NJDEP on restoring the bulkhead in this hamlet. Seabreeze is one of the few communities directly on the Delaware Bay, and could have a valuable role in introducing ecotourists to this ecosystem through the provision of extremely limited commercial services, such as a marina. However, its primary role will be to continue as a traditional, small residential resort community. The center boundary is defined by the Bay with the marsh forming a barrier behind the main road. Seabreeze is 35 acres in size, with a population of 97.

Greenwich Township

Limited growth is anticipated for all three centers in Greenwich Township. The center boundaries are drawn with sufficient space to allow transfers of residential density from outlying areas, and thus preserve farmland and a viable agricultural industry in the environs.

Greenwich Village

Greenwich Village is located in PA 4 in Greenwich Township, on the Cohansey River. This proposed village is relatively isolated, at four miles from the nearest state highway, and from any appreciable county roadway. The village is perhaps the best preserved historic residential settlement in the WSCR area, with many 18th and 19th century houses, and the Teaburners monument. It also has a general store and vital community services, such as a Post Office, school, marina, library and fire hall. It has no public sewer or water, with no installation anticipated. It is 262 acres in size, with 87 acres of developable land. It has a population of 379 in 162 housing units, and about 15 jobs. The proposed village center boundaries correspond to the Historic Conservation district. It also incorporates a small portion of the Commercial Recreation district adjacent to the Historic Conservation district, in order to include the Greenwich marina, one of the important recreation facilities in the area.

Othello Hamlet

Othello Hamlet is located in PA 4 in Greenwich Township, along CR 650. It incorporates several homes, one church and an antique shop. It is 30 acres in size, with developable land of 16 acres. It has 67 residents in 29 housing units, and 10 jobs. It has no public water or sewer, with none anticipated. The boundaries correspond to the Historic Conservation zoning district. The hamlet would accommodate limited residential development. Development applications are evaluated to ensure consistency with nearby historic structures.

Springtown Hamlet

Springtown Hamlet is located in PA 4 in Greenwich Township at the intersection of CR 620 and CR 650. It is a residential community, with two churches and a small park. It covers an area of 107 acres, with 79 acres of developable land. Its population is 102 in 47 housing units, with 6 to 10 jobs. It has no public water or sewer, with none anticipated. The center boundaries fall within to the R-1 district.

Hopewell Township

Bridgeton Regional Center

The central eastern portion of Hopewell Township, adjacent to the City of Bridgeton, is proposed to be part of the Bridgeton Regional Center. The center lies between CR 694 to the north, and CR 699 to the south. The Route 49 corridor, which accommodates much of the commercial development in the township, runs diagonally through the center. The center contains Planning Areas 1 and 2. A portion of the township along Route 49 and directly west of Bridgeton is sewerred. The center boundaries are drawn to be consistent with the planned sewer service area of the CCUA. The center within Hopewell covers 4.6 square miles, with 2.8 square miles of developable land. It has a population of 2,876 in 1,096 housing units.

Hopewell is predominantly a single-family residential community, although there is zoning for garden apartments, townhouses and mobile homes. Commercial uses such as office buildings and industrial parks are found along the Route 49 corridor, and the Township plans to continue the development of commercial uses in this area. Zoning districts within the center include an Agriculture-Industry district, medium density (1/2 acre lots) residential districts, Highway Commercial Business (HCB), and Highway Commercial Industry (HCI). The HCB

and HCI districts are linear districts extending along Route 49 between CR 621 and the border with Shiloh Borough. As one of the relatively few areas in the WSCR area with public sewer, and extending along one of the few state roadways, these districts are logical places to concentrate higher intensity commercial and industrial activity. At the same time, it will be important to create design guidelines to prevent sprawling development along this roadway. The sewerred areas of Hopewell and Upper Deerfield, together with the City of Bridgeton, will likely be the most significant economic generators within the WSCR area for some time to come, so it will be desirable to encourage coordination between these three municipalities within the Bridgeton Regional Center.

Roadstown Hamlet

This proposed hamlet is located in PA 4 in Stow Creek Township and Hopewell Township. The village is a residential center with a fire building, antique shop and church. It is located at the intersection of CR 620 and CR 626. It covers 139 acres, with developable land of 103 acres. It has a population of 262 in 102 housing units.

There is no public water or sewer, with none anticipated. The center boundaries coincide with the Village district in Hopewell. In Stow Creek, the center includes the Historic Residential district, but moves beyond it 400 feet to the west in order to permit development of a parallel roadway. In Hopewell, the existing Village district would also permit use of a parallel roadway, in this case to the east of CR 620. The Townships seek to maintain its historic, compact character, as a mixed use settlement in the midst of agricultural lands. The zoning for Roadstown in Stow Creek is ½ acre lots; zoning in Hopewell has not yet been established. The hamlet is intended to enhance and complement the agricultural character of the surrounding lands.

Lawrence Township

Cedarville Village

This designated village lies on CR 553 in the middle of Lawrence Township, and includes PA 4 and 5. It is a mixed use, predominantly residential community with a commercial core, including a bank and hardware store. It has well preserved 19th century houses, and is representative of the small historic villages strung out on CR 553 through the County. There is no public water or sewer, with none anticipated.

Maurice River Township

The intent of centers in Maurice River is to focus growth and thus protect environmentally sensitive lands in the environs. Much of the

Township is located within the Pinelands.



Port Elizabeth-Bricksboro Village

This is a designated village, located partly in PA 5 and partly in the Pinelands. It is a predominantly residential community located primarily along Route 47. There is no public water or sewer.

Cumberland-Hesstown Village

This designated village lies directly on Route 49, within the Pinelands. It has a church, volunteer fire company, store, and residences. There is no public water or sewer.

Heislerville Village

This designated village lies on a dogleg of CR 616, on the route to East Point Lighthouse, a local attraction on the New Jersey Coastal Heritage trail. It is in PA 5. It has residences, a church, Post Office fire hall, community hall and several businesses. It has no public water or sewer.

Delmont Village

This designated village lies on Route 47, straddling the Pinelands and PA 5. It has a market, volunteer fire department and steel fabricator. It is zoned as medium and high density residential.

Dorchester-Leesburg Village

This designated village – really a combination of the two villages of Dorchester and Leesburg – lies along CR 616. Dorchester is the home of the Dorchester Ship Building Company and a small residential community, with a church and volunteer fire station. Leesburg is a

mixed residential-commercial-industrial area, with a gas station, post office, and Township building and small recreation area. It is located in PA 5. The village center contains some well-preserved historic structures.

Shiloh Borough

Shiloh Village

The Village of Shiloh is located in PA 4 in Shiloh Borough, on Route 49. The village center encompasses the residential, commercial and industrial districts, but stops short of Hopewell to the south and Stow Creek to the north, to prevent continual development along Route 49. The center covers an area of 227 acres, with 113 acres of developable land. It has a population of 527, in 202 housing units.

There is no public water or sewer, but the Borough would eventually like to have public sewer extended to the community, along Route 49 from Hopewell. The Borough would like to maintain agricultural lands on the environs, and the village center should thus be used to transfer density from this area. It is a mixed use village, with two general stores, a post office, municipal buildings, a bank and several other businesses. The Borough would like to maintain its character as a rural center with limited businesses and mixed uses. Lower density lots are envisioned because of dependence on septic, but medium density lots are possible if public sewer is extended.

An important planning issue to resolve in the future is the commercial district along Route 49 on the south side of the Borough, next to Hopewell Township. As noted in the 1998 Master Plan, development of the Route 49 corridor between Bridgeton and Shiloh may eventually distract from the sense of village of the Borough. A rural buffer is called for between the developing areas of the Route 49 corridor and the village center. Further, design guidelines, incorporating parking lot design, access and landscaping need to be applied to the commercial areas along the Route 49 corridor to prevent strip development.

Stow Creek

Stow Creek Village

A planned village is proposed for the northwestern section of Stow Creek, along Route 49. The center would fall totally within PA 4. There is residential development at the intersection of Route 49 and CR 617, along Seeley Road, and adjacent to Lake Arrowhead. The center also

has several commercial uses along Route 49. It covers an area of 1.16 square miles, with .86 square miles of developable land. It has a population of 481 in 187 housing units. The population density would not currently meet the criteria for a village. However, the planned village would serve as the focus for future residential development in the township, and would be the receiving area for any transfer of residential density from agricultural areas in the environs.

Medium density development would be desirable if public sewer is extended northwest from Bridgeton along Route 49 through Shiloh. The planned village would also strive to build on the small town character already found within the village. Most of the center would include the Residential zone, which permits homes on ½ acre lots. Provisions should be made for homes on smaller than ½ acre lots, depending upon sewer availability. A village center district should be established for some or all of this center to promote a traditional mixed use character. Design standards should promote attractive, pedestrian-scaled development. In so doing, the planned village would complement and strengthen the surrounding agricultural areas.

Roadstown Hamlet

Roadstown Hamlet lies in PA 4 in both Hopewell Township and Stow Creek Township. Its role in the WSCR area was discussed earlier under Hopewell Township.

Upper Deerfield

Bridgeton Regional Center

The southern and central part of Upper Deerfield is proposed to be part of the Bridgeton Regional Center. The center spans Upper Deerfield from the northern border with Bridgeton to Seabrook Village. The center includes Planning Areas 1 and 2, and a small portion of PA 4. The center in Upper Deerfield covers an area of 7.3 square miles, with 4.43 miles of developable land. It has a population of 4,505 in 1,762 housing units.

Route 77 is the most important roadway within the Upper Deerfield center. The center also includes the western terminus of Route 56; the intersection of Route 77 with Route 56 – at Carll's Corner – has been at the heart of much of the new commercial development within recent years. The corridor includes small businesses, banks, light industry,

schools, and the municipal complex. Upper Deerfield Township has seen more development than any other community within the WSCR study area. Excluding institutionalized population, it had a higher population gain from 1990 to 2000. It also saw the greatest non-residential development, as exemplified by big box retail development in the Route 77 corridor. Significant portions are served by public sewer and water, and all of the regional center falls within the CCUA sewer service area.

Initially, in the last round of cross-acceptance, discussion of centers had focused on keeping Seabrook Village separate from the Bridgeton Regional Center area within Upper Deerfield. Increasingly, however, the distinction has proven more difficult to maintain. This is partly because the upper part of the regional center was identified as the most desirable location for



an intermunicipal industrial park, and the site would, in fact, extend a little north of the originally conceived boundary, toward Seabrook Village. Further, there are several retail properties on Route 77 immediately south of the original Seabrook boundary. Two of the three uses are abandoned. Redevelopment of these properties are desirable, and would be encouraged by inclusion into a center. A compost recycling site has since built between the two centers. Because of these land developments, it has become less useful to try to distinguish between the two centers. Inclusion of Seabrook village within the Regional Center would also enable the Township complex, the highest-density residential neighborhood, recreational fields and schools to be within the regional center.

The Bridgeton Regional Center area would accommodate the large majority of future residential and commercial development within Upper

Deerfield. It should be used to transfer development from the agricultural areas in the environs surrounding the Center.

Several challenges should be addressed in the future with the Bridgeton Regional Center in Upper Deerfield. An effort should be made to incorporate neighborhood-based commercial services in some residential developments. Design guidelines need to be improved to discourage excessive strip development, and to make growing retail and office corridors more attractive and functional. Access management is one means to accomplish this. The Township needs to focus on improving accessibility for pedestrians and bicyclists, especially in the major retail areas. Such accessibility is consistent with centers.

Deerfield Village

The proposed village of Deerfield Village is located north of Bridgeton Regional Center, at the intersection of Route 77 and CR 540 in Upper Deerfield Township. It is located entirely in PA 4. It is a traditional mixed use village in the agricultural areas in west Cumberland County, with residential uses, a general store, farm equipment business, Post Office, and the Soil Conservation Service Office. It has no public sewer or water, with none anticipated in the future. The boundaries are consistent with the two residential zoning districts and the B-2 Business district at Deerfield Village, although the village boundaries have been revised since originally proposed to exclude preserved farmland that falls within the east side of the B-2 zone.

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

A planning and implementation agenda (PIA) has been prepared for the Western/Southern Cumberland Region. Issues were preliminarily identified for the Region through interviews with local stakeholders and review of master plans and other planning reports. The issues were fleshed out in the Advisory Committee workshops held as part of the public involvement process. Strategies for addressing each issue were then developed. The “Lead” column identifies the level of government – local, county or state – that is responsible for taking the lead on each strategy. Other agencies that can help facilitate the accomplishment of each strategy are identified. The “time frame” classifies strategies by the time needed for their accomplishment, which is partly a function of their complexity. The “targets” column denotes the end product of each strategy.

The Regional PIA is consistent with the Strategies Report presented earlier in the Plan. By presenting each strategy individually, a clear blueprint is provided for the region to move forward and to simultaneously evaluate its progress over the coming years.

The Regional PIA is categorized into many different areas. There is, however, one over-arching theme: maintain and improve the economic and social viability of the region’s centers – ranging from the many small, historic villages to the economically diversified corridors stemming from Bridgeton – while providing good stewardship for the area’s rich agricultural and natural resources in the environs.

The Regional PIA is divided into the following areas:

Natural Areas – the Region cherishes its natural areas, which are among the most unspoiled in the State. The protection of the varied natural areas is an important smart growth goal. At the same time, the natural areas should be made accessible to visitors to help maintain the ecotourist industry, and the state should recognize the value of these areas by contributing funds to the municipalities to maintain services.

Historic/Cultural – Historic properties are another important resource in the region. If well preserved, they have the ability to stabilize neighborhoods in many centers, maintain community pride and spur the

ecotourist industry. The cataloging of historic sites, establishment of historic preservation commissions, and ordinances can do so much to protect this heritage.

Mining – Sand mining has long been a basic industry; proper planning will maximize the potential of mined sites once the mining ends.

Agriculture – Maintenance of the agricultural industry is a top priority for the region. By continuing to support farmland preservation activities, receiving equitable payments for farm easements, protecting farm properties through zoning techniques, increasing the value of farming operations through the development of new practices and products, the WSCR area can retain its rural character. In so doing, there will be a clear line between the centers and the environs in the County, particularly in the west side of the county where agricultural uses predominate and development pressures are strongest.

Transportation – Improvements are needed to improve access to, and within, the WSCR area. The study area is relatively isolated from other employment centers in the greater region, and it will be easier to attract businesses to fully employ Cumberland residents with improved roadways. Bike and pedestrian facilities are also needed to accommodate residents in centers and attract ecotourists.

Sewer/Water – Expansion of public sewer and water, and the installation of package treatment plants, are needed to serve potential businesses, and to accommodate residents on smaller lots characteristic of village centers.

Economy – A multi-pronged strategy is called for to ensure the economic viability of the region’s many centers. An active ecotourist industry, agriculture and aquaculture industries, food processing, back office services, manufacturing niches, a healthy retail sector – all are needed to improve the economic condition of New Jersey’s poorest county. By targeting programs for low-income rural areas, particularly centers, the State will help make these centers desirable places to live and lessen pressures for suburban sprawl.

Community Facilities/Services – Educational levels in Cumberland County lag behind the rest of the state. Improved education, and other

community facilities, such as parks, are needed to make the centers more attractive to a wide range of households.

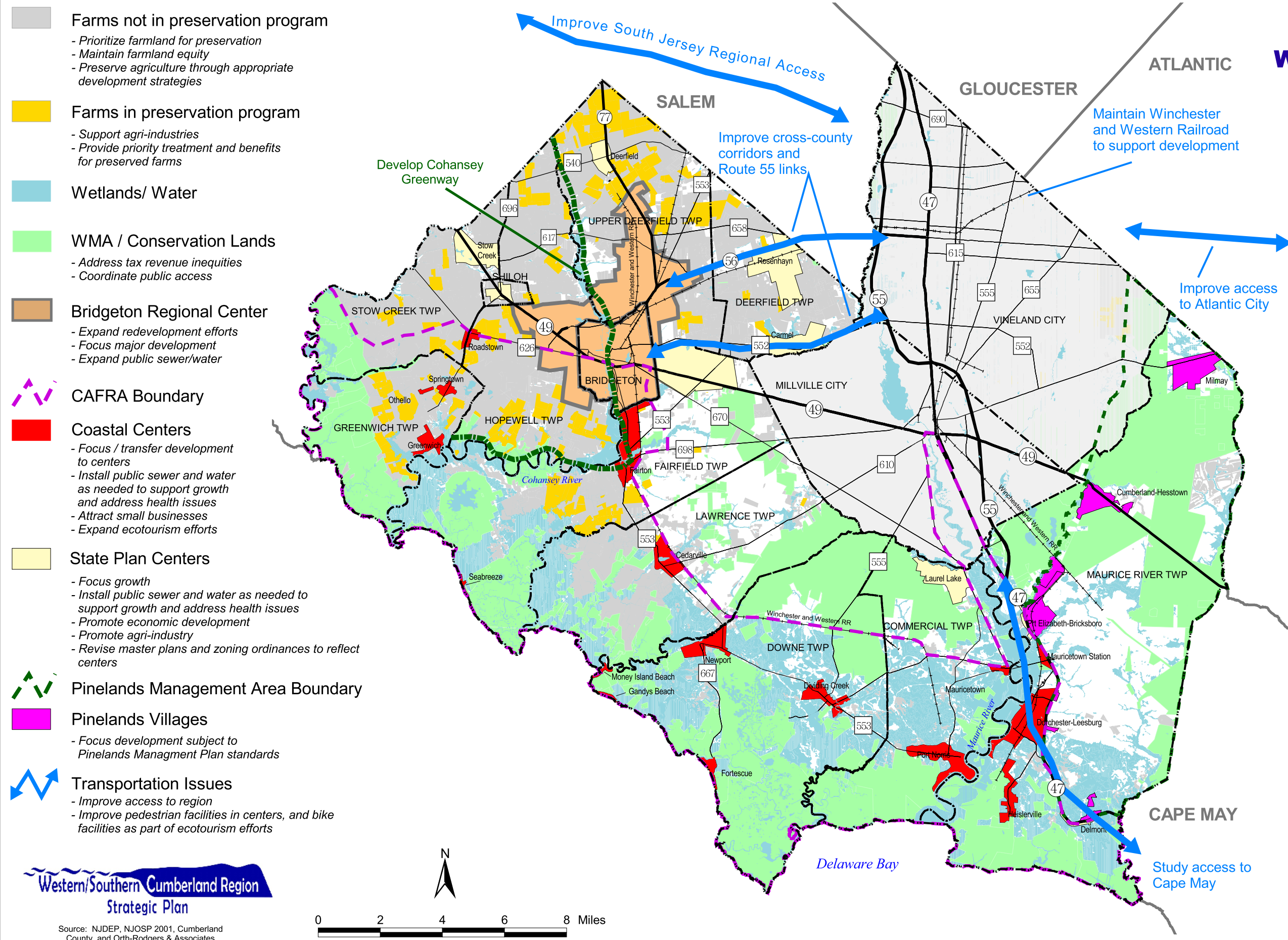
Housing – Many houses in the WSCR area need rehabilitation. Housing plans prepared with the assistance of the state will enable WSCR communities to pro-actively plan for low and moderate income households.

Intermunicipal Cooperation – Beginning with an intermunicipal industrial park and extending through regional cost and revenue sharing agreements, the WSCR communities have the opportunity to plan in a rational fashion, with the development of land uses in places best suited to accommodate them. Sharing government services will cut costs and make the municipalities more efficient.

State Plan Endorsement – By implementing the PIA that has been presented here, the WSCR communities can follow through on State Plan guidelines for enhancing centers and preserving environs.

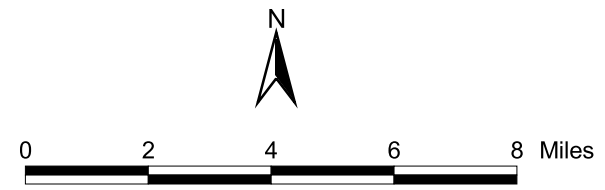
The issues discussed in the Regional PIA are presented in the WSCR Plan Map (Map 6).

Map 6 WSCR Plan Map



Western/Southern Cumberland Region
Strategic Plan

Source: NJDEP, NJOSP 2001, Cumberland County, and Orth-Rodgers & Associates December 2003



REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs		Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Natural Areas	The need to support ecotourism by coordinated planning of public facilities	1	Improve infrastructure and access to WMAs and other preservation areas in order to develop a sound ecotourism industry	Maintain visitor-friendly natural areas. Conduct a comprehensive inventory of natural areas including condition of roads, signing and other facilities; security should be assessed. Prepare plan to identify and prioritize improvements and obtain funding.	S, L	NJDEP, CCDPD	Short	Inventory
							Medium	Strategic Improvement Plan.
		2	Promote public access to conservation lands owned by conservation groups	Inventory and evaluate existing open space owned by private non-profit groups; coordinate with conservation groups and incorporate lands in promotional materials on natural areas.	C	NJDEP, CCDPD, Private owners	Medium	Inventory
		3	Coordinate public and non-profit land acquisition with local, county and state plans including NJDOA and National Park Service	Municipal master plans and County Open Space Plan should specify and prioritize remaining natural areas.	C, L	CCDPD, NPS, NJDEP	Medium	Revised County Open Space Plan, municipal plans
	The need for more equitable revenue sharing to balance the large percentage of state and conservation lands	4	Explore ways of cost sharing WMA road maintenance with the state, and address the need for state funding of facility maintenance, security and other related services. Address tax revenue inequities of conservation lands	Evaluate existing PILOT programs in region; coordinate with State, and create or enhance PILOT programs as needed for direct improvements to infrastructure and services to natural areas. Advocate legislation to mandate or encourage PILOTs; redirect user fees to area.	C, S	Legislature, NJDCA, NJDEP	Long	State PILOT program for Natural Areas
		5	Identify ways to generate economic incentives for rural areas	Advocate establishment of a Rural Enterprise Zone to help business development through tax incentives, counseling, and marketing support. Such a program could be focused on centers.	S	Legislature, NJDCA	Long	Rural Enterprise Zone
	The need for adequate water supply to support healthy ecosystems	6	Address the need for adequate groundwater and surface water supplies for ecosystems	Investigate and address the need for adequate groundwater and surface water supplies for ecosystems.	S	NJDEP, CCDPD	Long	State Water Supply Plan
		7	Maintain public access to Cohansey River while permitting appropriate development	Pursue regional Cohansey Greenway System concept, with public access areas, through intermunicipal planning, implementation and management. Seek funding from Green Acres and other sources for planning and development of greenway system. Incorporate in County and municipal plans.	C, L	CCDPD, NJDEP, NJDCA	Medium	Cohansey River Greenway, County Open Space Plan
	The need to support marine-based industry and recreation	8	Restore breached dike on the Cohansey River	Continue existing efforts underway for Cohansey River maintenance and coordinate with NJDEP for priority funding.	C, L	NJDEP	Medium	Cohansey River maintenance
		9	Address Maurice River, Fortescue Creek and Fairton Marina improvements; dredging and river maintenance	Identify and prioritize areas in need of improvement, continue existing efforts and coordinate with NJDEP for priority funding.	C, L	NJDEP, CCDPD	Medium	Priority Improvement Plan, Funding Plan
On-going							Maintenance performance	

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Historic/ Cultural	The need to preserve unique cultural heritage to support quality of life and ecotourism amenities	10 Devise strategies to protect historic resources including historic landscapes as well as individual structures	Perform an extensive inventory of historic places, alone or as part of historic preservation element in master plan. Integrate NJSHPO mapping. Coordinate historic resources with regional promotional efforts.	L	NPS, NJSHPO, CCDPD	Medium	Inventory, promotional materials
			Establish an historic preservation advisory commission, develop a historic preservation element of the master plan and/or adopt a historic preservation ordinance. Integrate Coastal Heritage Trail planning in municipal master plans where appropriate.	L	NJSHPO, CCDPD	Medium	Historic preservation plans and commissions
			Promote support for state historic home tax credit.	L	NJSHPO, Legislature	Long	Tax credit legislation
	The need to protect historic landscapes as unique features of WSCR	11 Preserve areas of outstanding scenic; natural, recreational, cultural significance	Inventory all significant areas for inclusion in a Scenic Byway. Coordinate NPS & NJDOT Scenic Byways Projects. Develop County scenic byway plan. Prepare model scenic road management ordinance and design guidelines.	C	NPS, NJDOT, NJDEP, CCDPD	Medium	County Scenic Byway Plan
		12 Protect scenic roads and views through preparing design guidelines to be used in development review process	Upon adoption of a County model scenic road ordinance, municipalities should amend their master plans, and adopt various guidelines or ordinances to protect desirable landscapes including a scenic corridor overlay district, an agricultural district, a design district and an historic district.	L,C	CCDPD	Long	County model ordinance, municipal master plans and ordinances
Mining	The need to proactively plan for mined lands reclamation	13 Initiate cooperative regional mining reclamation planning with state, county, local and private industries	Initiate dialogue between affected municipalities. Develop intermunicipal plans and a model countywide reclamation ordinance. Address mining activities and future use of mined areas within municipal zoning ordinances and updated master plans.	C	NJDEP, CCDPD	Medium	County mining reclamation model ordinance, municipal ordinances

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Agriculture	The need to preserve agriculture and aquaculture	14	Encourage municipalities to prioritize farmland preservation in coordination with the county, the NJDA Strategic Targeting System and the NJDA Ag Smart Growth Plan	C, L	CCDPD, CCDA, NJDA	Medium	Municipal open space plans
		15	Work with the State Agriculture Development Committee to improve valuation methods for agricultural easements	C	NJDCA, NJDA, CCDPD	Long	Valuation Study
		16	Assess options to maintain farmland equity and preserve agricultural areas through innovative zoning and development techniques, consistent with Smart Growth goals	L	NJOSG, CCDPD	Medium	Revised municipal ordinances
		17	Increase value of farming operations	S	NJDA, NJ Dept of Commerce	Long	Agricultural diversified industries
	The need for adequate water supply for agriculture use	18	Consider buildout and water supply capacities	S	NJDEP, NJDA, NJOSG, CCDPD	Medium	NJ Water Supply Plan
	The need to develop industries that support agriculture/aquaculture priorities of the region	19	Encourage agriculture, aquaculture, hydroponics and industrial zoning with appropriate "Smart Growth" based planning and infrastructure	L	CCDPD, NJOSG	Short	Revised master plan and zoning ordinances
		20	Evaluate Agriculture Enterprise Zones	S	Legislature, NJDCA, NJOSG, Board of Freeholders	Long	Agriculture Enterprise legislation

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Transportation	The need to improve regional access to support economic development efforts	21 Evaluate completion of Route 55 extension to Cape May and other shore connection improvements	Place on State study and development program; secure funding.	S	SJTPO, NJOSG, NJDOT, CCDPD	Long	Constructed improvements
		22 Address roadway improvements to Route 56 and C.R. 552, or other intra-county improvements, to support economic development efforts and address improved access to Route 55 and the hospital	Secure funding for CR 552 improvements following on-going study, and for other needed east-west roadway improvements.	S	SJTPO, NJOSG, NJDOT, CCDPD	Medium	Constructed improvements
		23 Improve access to South Jersey region through such east-west routes as Route 40, Route 49 and CR 540; and north-south routes such as Route 77	Place on State study and development program, and secure funding.	S	SJTPO, NJOSG, NJDOT, CCDPD	Long	Constructed improvements
	The need to improve job access locally and inter-county	24 Expand intracounty and intercounty public transportation to provide better access to jobs	Implement new transit route in northern Cumberland County. Support new Jobs Access program. Provide funding for both continued programs.	S	CCDPD, CCIA, NJ Transit	Medium	New transit services
	The need to maintain rail facilities to support economic development efforts	25 Coordinate with Winchester & Western to maintain viable rail freight operations	Increase state subsidy for new rail sidings.	S	NJDOT, Legislature	Medium	Rail subsidies
	The need to provide bike route facilities complementary to state and county ecotourism efforts	26 Support bikeway improvements	Develop bike route signing, and integrate bike routes into ecotourism plans.	C	NJDOT, CCDPD, CC Office of Tourism	Medium	Bike signing and promotional materials
			Update municipal master plans to coordinate bike facilities with County plan. Update design regulations for bike and pedestrian facilities. Coordinate local bike routes and off-road paths with County Bike Plan.	L, C	CCDPD, NJDOT	Medium	Municipal Bike/Circulation Plan

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Sewer/ Water	The need to provide public sewer to support economic development and address public health problems	27	Expand CCUA sewer service area to accommodate growth in appropriate centers	S	NJDEP, CCUA, CCDPD, NJOSG	Long	Constructed improvements
		28	Support installation of public sewers to support centers in Deerfield	S	NJDEP, CCUA, CCDPD, NJOSG	Short	Amended service area
						Long	Constructed improvements
	The need to ensure water quality and water supply is sufficient to handle current and future development	29	Pursue construction of sewerage infrastructure in Port Norris, Laurel Lake and Fortescue	S	NJDEP, CCDPD, NJOSG	Long	Constructed improvements
		30	Continue collaboration on Area 17 Watershed Management Plan	S	NJDEP	Medium	NJ Water Supply Plan
Economy	The need to develop marketing tools meeting economic goals of the WSCR	31	Cooperate on plan for Regional Nature Center	C	NJDEP, NJDCA, NJOSG, CCDPD, Pinelands Commission	Long	Regional Nature Center
		32	Develop a strong marketing plan for the six ecotourism themes developed in the County Ecotourism Plan	C	CCDPD, CC Office of Tourism, NJ Dept of Commerce	Medium	Promotional materials and website
		33	Coordinate tourism opportunities to support local events	C	CCDPD, NJ Dept of Commerce	Medium	Creation of Vacation Bureau
		34	Evaluate use of railroad for tourist excursion line	L	CCDPD	Long	Creation of excursion rail
	The need to develop industries that support agriculture and aquaculture priorities of region	35	Encourage agri-industry to complement agriculture and aquaculture priorities. Evaluate agriculture and industrial zoning to permit/encourage agri-industry businesses	S	CCDPD, NJOSG, CCDA	Medium	Loan programs, review rules
			Evaluate zoning for agri-industry.	L	CCDPD, NJOSG, CCDA	Medium	Revision of zoning ordinances

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Economy (continued)	The need to support/develop businesses complementary and sensitive to unique natural resources of region	36	Create business development programs for small business that cater to the ecotourism industry and other businesses	S	NJ Dept of Commerce, NJEDA	Medium	Loan/marketing program
		37	Enhance business development on CR 553 corridor	C	CCDPD, CCDA, CCIA, NJ Dept of Commerce, NJEDA	Medium	Business assistance program
		38	Develop training focused on industries identified in market study	C	NJDA, Cooperative Extension, CCADB, CCDA, Cumberland Community College	On-going	Acquaculture education curriculum
	The need to continue redevelopment/revitalization efforts	39	Support redevelopment opportunities to strengthen Bridgeton Regional Center	L, C	CCDPD, NJDCA	Medium	Redevelopment plan
Community Facilities/ Services	The need to provide greater level of active public recreation facilities	40	Assess options for County park facilities	L, C	CCDPD, County Parks Office	Long	Regional Park Plan; creation of County parks
	The need to better educate workforce to meet current and future job opportunities	41	Expand GED and workforce training programs	C	Cumberland Community College	Medium	Revised curriculum at Cumberland Community College

REGIONAL PLANNING AND IMPLEMENTATION AGENDA

Areas	Needs	Issues	Strategies	Lead	Other Agencies	Time Frame	Targets
Housing	The need to provide wide range of alternative affordable housing choices	42 Cooperatively address affordable housing needs	Seek opportunity for Regional Contribution Agreements. Address need for improved housing for migrant workers through cooperative regional planning.	C/L	COAH, NJOSG, NJDCA, CCDPD	On-going	RCA's
		43 Update or prepare Housing Plans to address COAH obligations	Update or prepare Housing Plans to address COAH obligation. Seek funding to prepare plans.	L	CCDPD, NJOSG, COAH	Long	Municipal housing plans
Intermunicipal Cooperation	The need to expand revenue sharing opportunities	44 Identify options for revenue sharing to address tax and resource inequities in region	Create revenue and cost-sharing agreements, initially for regional industrial park and eventually the entire region.	C	CDC, CCDPD, NJDCA, NJOSG	Long	Revenue and cost sharing agreements
	The need to reduce cost of public services	45 Assess opportunities for regional shared services	Seek funding to develop a plan for sharing services, including police, animal control, housing, courts, tax collectors and solid waste disposal, and road maintenance and improvements	C	CDC, CCDPD, NJDCA	Long	Shared services plan
		Coordinate Bridgeton Regional Center	Create Bridgeton Region Center Partnership to address intermunicipal issues.	C	CCDPD	On-going	Bridgeton Regional Center Partnership
State Plan Endorsement	The need to obtain plan endorsement to achieve benefits for expedited permitting, state agency assistance, and funding	46 Pursue Plan Endorsement for WSCR	Pursue plan endorsement for WSCR.	S	NJOSG	Short	Plan Endorsement
		47 Coordinate expansion of Bridgeton Regional Center with Upper Deerfield, Hopewell Townships	Coordinate expansion of centers with surrounding municipalities.	C/L	NJOSG, CCDPD	Short	Plan Endorsement
		48 Coordinate designation of centers	Incorporate centers in regional plan.	S	NJOSG, CCDPD	Short	Plan Endorsement
		49 Identify land use and zoning strategies to focus growth in centers to reduce sprawl and loss of agriculture lands	Intensify development in centers. Revised zoning ordinances; use transfer of development rights (non-contiguous parcel clustering), conventional clustering to lessen sprawl in outlying areas.	L	NJOSG, CCDPD	Medium	Revised zoning ordinances
		50 Create planning and implementation agenda for action	Adopt planning and implementation agenda.	L	NJOSG, CCDPD	Short	PIA/Support resolutions

Key

Lead-

S - State
C - County or CDC
L - Local

Time frame -

Short - 1 to 2 years
Medium - 3 to 5 years
Long - More than 5 years

Agencies

Board of Freeholders
CCADB- Cumberland County Agricultural Development Board
CCDA- Cumberland County Department of Agriculture
CCDPD- Cumberland County Department of Planning and Development
CCIA- Cumberland County Improvement Authority
CC Office of Tourism- Cumberland County Office of Tourism
CCUA- Cumberland County Utilities Authority
COAH-Council on Affordable Housing
Cooperative Extension
County Parks Office
Cumberland Community College
NJDA- New Jersey Department of Agriculture

NJDCA- New Jersey Department of Community Affairs
NJDEP- New Jersey Department of Environmental Protection
NJ Dept. of Commerce- New Jersey Department of Commerce
NJDOT- New Jersey Department of Transportation
NJEDA- New Jersey Economic Development Authority
NJOSG- New Jersey Office of Smart Growth
NJ SHPO- New Jersey State Historic Preservation Office
NJ Transit
NPS- National Parks Service
Legislature
Pinelands Commission
Private owners

MUNICIPAL PLANNING AND IMPLEMENTATION AGENDAS

The PIA's presented for each municipality have their origin in many sources: recent master plans and other planning reports, coordination between local officials and consultants on this study, steering and advisory committee meetings, and PIA's prepared for a number of the municipalities under previous or ongoing center petition applications. The municipal PIA's represent the effort to implement the broad goals of the regional PIA at a local level.

Below is a key for other agencies and time frame.

Agencies:

- Board of Freeholders
- Coastal Heritage Program
- CCADB - Cumberland County Agricultural Development Board
- CCDPD - Cumberland County Department of Planning and Development
- CCIA- Cumberland County Improvement Authority
- CC Office of Tourism- Cumberland County Office of Tourism
- CCUA- Cumberland County Utilities Authority
- COAH-Council on Affordable Housing
- Cooperative Extension
- County Parks Office
- Cumberland Community College
- Empowerment Zone
- Main Street
- NJDA- New Jersey Department of Agriculture
- NJDCA- New Jersey Department of Community Affairs
- NJDEP- New Jersey Department of Environmental Protection
- NJ Dept. of Commerce- New Jersey Department of Commerce
- NJDOT- New Jersey Department of Transportation
- NJEDA- New Jersey Economic Development Authority
- NJOSG- New Jersey Office of Smart Growth
- NJ SHPO- New Jersey State Historic Preservation Office
- NJ Transit
- NJ Treasury
- NPS- National Parks Service

- Legislature
- Pinelands Commission
- Private owners
- Rutgers
- SJTPO- South Jersey Transportation Planning Organization
- USDA- United States Department of Agriculture

Time frame:

- Short - 1 to 2 years
- Medium - 3 to 5 years
- Long - More than 5 years

CITY OF BRIDGETON MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas		1	Develop Cohansey River as expanded waterfront park in downtown, and as part of Cohansey greenway.	County, NJDEP; coordinate with other municipalities	Long	Greenway plan
Historic/ Cultural	Preserve historic character	2	Update inventory of historic structures; maintain historic structures of significance; identify funding mechanisms to support property rehabilitation	NJSHPO, NJDCA, CCDPD	Medium	Updated inventory; increase in preserved historic resources
Agriculture	Support agricultural production and farmland preservation in environs by providing services, jobs and facilities in Bridgeton center	3	Develop agricultural industrial park.	NJDA, NJOSG, NJ Commerce, NJ Treasury, Rutgers, County ADB	Long	Development of agricultural industrial park
Transportation	Increase access to public transportation	4	Coordinate with efforts to expand public transportation, especially for elderly, poor and handicapped.	NJ Transit; Empowerment Zone; County and SJTPO	Medium	Track ridership for Bridgeton residents; evaluate increase
	Improve roadways	5	Obtain funding to implement roadway improvements at "hot spots" of Route 77 and Route 49, 2 Cohansey River bridges, and at Industrial Park/prison area of Burlington Road.	NJDOT; SJTPO (TIP)	Long	Improvements
Economy	Enhance economic development in Bridgeton through re-use of old industrial and commercial sites	6	Redevelop brownfield sites.	NJDEP, NJ DCA	On-going	Shrinking inventory of hazmat sites
		7	Renew central business district by supporting Main Street program.	NJDCA, NJ Commerce, Main Street	On-going	Reduced vacancy rates
Community Facilities/ Services	Improve schools, and use new school facilities as neighborhood centers	8	Link to Abbott School program.	NJ Dept. of Education	On-going	Improved schools; community programs
	Enhance Bridgeton's appeal as redeveloping urban center through upgrading recreational facilities	9	Maintain and improve City Zoo and City Park, and explore cost sharing possibilities.	County, NJDEP; coordinate with other municipalities	On-going	Improvements
Housing	Enhance Bridgeton's appeal as redeveloping urban center through creating attractive, vital neighborhoods	10	Rehabilitate deteriorated housing and create vital mixed income neighborhoods.	NJDCA	On-going	Rehabilitated neighborhoods
		12	Investigate acceptance of Regional Contribution Agreements from regional municipalities for rehabilitation and infill housing.	COAH	Long	RCA Agreements
Land Use	Update land use plans and regulations	13	Incorporate mixed use center type zoning into Highway-Business District.	CCDPD	Short	Revised zoning ordinance
		14	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	15	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services
	Coordinate Regional Center activities	16	Establish Bridgeton Regional Center Partnership to review intermunicipal issues and to coordinate solutions.	CCDPD	On-going	BR Center Partnership

COMMERCIAL TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues		Strategies	Other Agencies	Time Frame	Target
Natural Areas	Improve access and maintenance to WMAs and conservation lands	1	Seek funding as PILOT to support services to state and non-profit lands. Advocate public access to lands and develop cooperative program for maintenance.	NJDEP	On-going	PILOT funds
	Clearing of Maurice River channel to support marine activities and eco-tourism	2	Coordinate efforts for Maurice River channel improvements.	NJDEP	Short	Channel improvements
Historic/ Cultural	Enhance historic character to stabilize neighborhoods, foster ecotourism	3	Prepare historic preservation plan, and identify plan for rehabilitating historic resources.	CCDPD	Short	Historic preservation plan
		4	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, CCDPD	Long	Scenic Byway Plan
Mining	Incorporate reclamation activities into Township's economic development, recreation, ecotourism and conservation goals	5	Evaluate partnering with Rutgers or other academic institutions to refine the Township's abilities to reclaim sand mines to viable fish and wildlife habitat.	Rutgers University, NJDEP	Long	Reclaimed sand mines
		6	Limit future residential sprawl in mining belt west of Haleyville.	CCDPD, NJDEP, NJOSG	Medium	Amended zoning ordinance
		7	Coordinate mining activities and reclamation efforts with state and industry partners. Establish on-going committee to review activities.	CCDPD, NJDEP	On-going	Mining oversight committee
		8	Amend ordinance to require approval of conceptual reclamation/re-use plan for all future mining applications.	CCDPC, NJOSG, NJDEP	Medium	Amended ordinance.
Transportation	Increase mass transit opportunities.	9	Work with Millville and Maurice River to pool resources for a shared rider service for riverfront communities.	CCDPD, SJTPO, NJ Transit	Long	New bus service
	Improve pedestrian safety in centers	10	Provide sidewalks and bike paths for key corridors connecting to centers.	NJDOT, CCIA	Long	Pedestrian and bike facilities
	Develop transportation facilities to support eco-tourism efforts	11	Seek state funding to expand bicycle trails and to construct improvements. Integrate efforts with County Bike Plan.	NJDOT	Medium	New pedestrian and bicycle facilities
Sewer/Water	Improve sewer and water infrastructure in centers, to better accommodate needed development and services	12	Address wastewater treatment needs for Port Norris, to permit expanded commercial uses, to support oyster and shellfish industry, and ecotourism.	NJDEP, CCDPD, CCUA	Long	Installation of sewer facilities
		13	Obtain NJDEP Sector Permit approval.	NJDEP, CCDPD, CCUA	Medium	NJDEP Sector Permit
		14	Address sewer and water infrastructure needs for Laurel Lake.	NJDEP, CCDPD, CCUA	Long	Installation of sewer and water facilities

COMMERCIAL TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA (continued)

Areas	Issues	Strategies	Other Agencies	Time Frame	Target	
Economy	Enhance appearance of centers through streetscape improvements and amenities, and through the use of guidelines for future developments	15	Prepare strategic revitalization plan for Port Norris, with prioritization of needs and of funding sources.	CEZ, NJOSG, CCDPD, NJDCA, NJ Commerce	Medium	Strategic plan
		16	Implement streetscape improvement program in Mauricetown-Haleyville and Port Norris. Develop community consensus on image. Adopt public space design standards.	CCDPD, NJDOT	Long	Constructed improvements
		17	Improve gateways into villages. Identify priority sites and visual corridors. Develop signage/beautification programs.	CCDPD, NJDOT, NPS Coastal Heritage Program, CEZ	Long	Constructed improvements
		18	Encourage development of specialty stores and entertainment uses along waterfront area in Port Norris.	CC Economic Development Board, NJDCA, CCDPD	Long	Amended master plan and zoning ordinance
	Support preservation of local resources and economies of small producers.	19	Amend R-A district regulations to permit produce sales and other small scale economic ventures.	CCDPD, CCADB	Short	Amended ordinance
		20	Evaluate potential for designating "Aquaculture Development Areas" to encourage investment.	CCDPD, CCADB	Medium	Aquaculture Development Areas
	Investigate redevelopment opportunities	21	Explore re-use for old landfills.	NJDEP	Long	Redevelopment Plan
Community Facilities/ Services	Provide and maintain active recreational facilities in villages	22	Complete playground and swim areas in Laurel Lake. Expand senior recreational opportunities and construct recreational area south and east of Port Norris.	NJDCA, NJDEP	Long	New and renovated recreational facilities
Housing		23	Obtain funding and prepare updated Housing Element and Fair Share Plan meeting COAH requirements.	NJOSP, COAH	Medium	Housing Element of Fair Share Plan
		24	Consider permitting accessory dwelling units and duplexes within village centers, to help meet affordable housing needs.	CCDPD, COAH	Medium	Amended zoning ordinance
Land Use	Update land use plans and regulations	25	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
		26	Evaluate potential redesign of Laurel Lake to incorporate more public spaces, and opportunity for mixed uses.	CCDPD, OSG	Medium	Laurel Lake strategic plan
		27	Create village public space and private development design guidelines to maintain historic character and promote revitalization.	CCDPD, OSG	Medium	Design guidelines
Intermunicipal Coordination	Reduction of costs for municipal services	28	Participate in regional shared services study to identify potential opportunities to reduce costs	CDC	Medium	Shared services

DEERFIELD TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues		Strategies	Other Agencies	Time Frame	Target
Natural Areas	Preserve scenic stream corridors	1	Amend zoning ordinance to provide conservation easements for properties along stream corridors.	CCDPD, NJDEP	Short	Amended zoning ordinance
Historic/ Cultural	Enhance historic character to stabilize neighborhoods, foster ecotourism	2	Prepare historic preservation plan. Survey historic resources and create plan for rehabilitating historic resources.	CCDPD, NJSHPO	Medium	Historic Preservation Plan
		4	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, CCDPD	Long	Scenic Byway Plan
Agriculture	Preservation of farmland	3	Evaluate current zoning to promote cluster and density transfer into centers to preserve farmland.	CCDPD	Medium	Zoning Ordinance
Transportation	Improve safety for pedestrians and bicyclists through new facilities, and through the diversion of truck traffic from commercial and residential neighborhoods	4	Provide sidewalks and bike paths for key corridors connecting to centers in coordination with County bike plan.	NJDOT, CCIA	Long	Pedestrian and bike facilities
		5	Designate truck routes to support industries and protect residential areas.	NJDOT	Short	Truck route system
	Maintain use of railroad to support appropriate industrial uses	6	Evaluate zoning along railroad in non environmentally constrained areas to encourage continued industrial uses.	CCDPD	Medium	Zoning Ordinance
Sewer/Water	Provide public sewer and water to centers to accommodate focused residential and commercial development	7	Provide public water to Carmel and Rosenhayn.	CCDPD, NJOSG, NJDEP, CCUA	Long	Public water facilities
		8	Amend CCUA and County Wastewater Management Plan to include Deerfield, to serve Rosenhayn, with consideration of Carmel. Public sewer would support agri-industry and more concentrated residential development.	CCDPD, NJOSG, NJDEP, CCUA	Medium	Public sewer facilities
Economy	Improve viability of centers through enhanced design and functionality	9	Prepare design standards for commercial zoning districts in the Township.	CCDPD	Short	Design guidelines
Housing	Provide needed affordable housing	10	Seek funding to undertake Housing Plan in accord with COAH regulations	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Update land use plans and regulations	11	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	12	Participate in regional shared services study to identify potential opportunities to reduce costs	CDC	Medium	Shared services

DOWNE TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Preserve scenic stream corridors	1	Initiate stream corridor study, particularly at Dividing Creek, and include stream buffer provisions in Zoning Ordinance.	CCDPD, NJDEP	Short	Amended zoning ordinance
	Improve access and maintenance to WMAs and conservation lands	2	Seek funding as PILOT to support services to state and non-profit lands. Advocate public access to lands and develop cooperative program for maintenance.	NJDEP	On-going	PILOT funds
		3	Pursue funds through state to construct boardwalk at Fortescue.	NJDOT, NJDEP	Medium	Boardwalk
Historic/ Cultural	Enhance historic character to stabilize neighborhoods, foster ecotourism	4	Seek funding to prepare an historic preservation plan. Initiate historic structures survey, and consider establishing historic commission to advise homeowners of preservation techniques. Amend land development ordinance.	CCDPD, NJSHPO	Medium	Historic preservation plan; zoning ordinance amendments
		5	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Mining	Incorporate reclamation activities into Township's economic development, recreation, ecotourism and conservation goals	6	Coordinate mining activities and reclamation efforts with state and industry partners. Establish on-going committee to review activities.	CCDPD, NJDEP	On-going	Mining oversight committee
		7	Review commercial sand mining ordinance after preparation of County model ordinance, to ensure opportunities for recreation, tourism and habitat diversification.	CCDPD, NJDEP	Medium	Ordinance
Transportation	Develop transportation facilities to support ecotourism industry	8	Seek state funding to prepare pedestrian and bicycle facilities plan and to construct improvements. Integrate efforts with County Bike Plan.	NJDOT	Medium	New pedestrian and bicycle facilities
		9	Coordinate with State on road improvements and on-going road maintenance PILOT.	NJDEP, NJDCA	Long	Road improvements and road maintenance agreement
	Maintain use of railroad to support appropriate industrial uses	10	Evaluate zoning along railroad in non-environmentally constrained areas to encourage continued industrial uses that are not water intensive.	CCDPD	Medium	Zoning Ordinance
Sewer/Water	Develop sewers to support directed growth in centers	11	Obtain funding for wastewater management plan in Fortescue to support future planned growth. Construct public sewers or package facility.	NJDEP	Long	Fortescue sewer facilities
		12	Evaluate alternative sewer options for centers to support focused growth in Dividing Creek and Newport.	NJDEP	Long	Alternative sewage treatment plan
Economy	Support development in centers	13	Study C-1 and R-1 districts to assess development potential. Investigate zoning options.	CCDPD, NJOSG	Medium	Buildout study
		14	Seek funding to prepare development plan for Fortescue, focusing on infrastructure, circulation, beach erosion, and marketing.	NJDEP, CCDPD, NJOSG, NJDCA	Long	Fortescue strategic plan
Housing	Provide needed affordable housing	15	Seek funding to undertake Housing Plan in accord with COAH regulations	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Update land use plans and regulations	16	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	17	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

FAIRFIELD TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues		Strategies	Other Agencies	Time Frame	Target
Natural Areas	Improve access and maintenance to WMAs and conservation lands	1	Seek funding to support services to state and non-for-profit lands. Advocate public access to lands and develop cooperative program for maintenance.	NJDEP	On-going	PILOT funds
		2	Seek funds to develop Cohansey River Greenway in cooperation with Bridgeton, Upper Deerfield, Hopewell and Greenwich.	NJDEP	Medium	Cohansey Greenway Plan
Historic/ Cultural	Promote historic resources to support ecotourism efforts	3	Develop Fairfield Heritage Trail with significant historic structures and sights, to be extension of Coastal Heritage Trail. Coordinate with County marketing efforts.	NJSHPO, NJDOT, NJDCA	Medium	Completion of trail
	Enhance historic character to stabilize neighborhoods, foster ecotourism	4	Seek funding to prepare an historic preservation plan. Initiate historic structures survey, and consider establishing historic commission to advise homeowners of preservation techniques. Amend land development ordinance.	CCDPD, NJSHPO	Medium	Historic preservation plan; zoning ordinance amendments
		5	Create design guidelines to promote development compatible with historic resources.	CCDPD, NJSHPO	Medium	Design Guidelines
	Develop transportation facilities to support ecotourism industry	6	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Agriculture	Assess options to maintain farmland and reduce residential sprawl	7	Evaluate zoning to encourage density transfer to centers and also residential cluster options.	CCDPD	Medium	Zoning Ordinance
	Encourage agriculture and agri-industry	8	Evaluate agriculture zoning to support agri-industry.	CCDPD	Medium	Zoning Ordinance
Transportation	Improve pedestrian access and safety	9	Implement pedestrian safety plan, through securing grants for new sidewalks in centers.	NJDOT Municipal Aid for Centers, CCIA, CC Engineer	On-going	Installed sidewalks
Sewer/Water	Support of development in centers	10	Seek funding to construct public sewer and water improvements in Gouldtown to support centers development and school expansion.	NJDEP, USDA Rural Development	Medium	Water and sewer facilities
		11	Seek funding to construct public sewer or alternative system and water improvements in Fairton to support centers development.	NJDEP, USDA Rural Development	Long	Water and sewer facilities
Economy	Redevelopment of commercial sites	12	Seek funding to undertake strategic plan. Evaluate development options for Gouldtown and Fairton centers. Redevelop commercial areas along Route 49 and along Bridgeton-Fairton Road from the Township line down to the Village of Fairton.	USDA Rural Development, NJ Commerce, NJDCA, NJDOT, CCDPD	On-going	Redeveloped commercial areas
	Expand jobs and commercial ratables	13	Develop light industrial park on Shoemaker Lane across from Bridgeton's industrial park.	USDA Rural Development, NJ Commerce, NJDCA, NJDOT, CCDPD	Long	Development of light industrial park
	Enhance appearance of centers through streetscape improvements and amenities	14	Seek funds to develop streetscape improvements in Fairton Village to enhance center, improve pedestrian safety and encourage new development.	NJDOT	Medium	Streetscape improvements

FAIRFIELD TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA (continued)						
Areas	Issues		Strategies	Other Agencies	Time Frame	Target
Community Facilities/ Services	Meet recreational needs of residents	15	Develop recreational facilities, with park at the municipal complex and expansion of facilities at Ashwood Park.	NJDEP, NJDCA	Long	Creation of parks
	Provide recreational improvements to encourage ecotourism	16	Obtain funds to preserve Seabreeze area through bulkhead improvements and to develop public access for fishing. Develop public marina.	NJDEP	Medium	Expanded public access to Delaware Bay and to new facilities
	Expand recreational opportunities	17	Coordinate development of Gouldtown school to establish community school center.	NJDOE	Medium	Community school
Housing	Provide needed affordable housing	18	Obtain housing grants and support for program to rehabilitate deteriorated housing and revitalize neighborhoods.	NJDCA	On-going	Revitalized homes and neighborhoods
		19	Seek funding to undertake Housing Plan in accord with COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Proactively plan centers	20	Develop design guidelines for enhanced development in centers.	NJDCA	Medium	Design Guidelines and Zoning Ordinance
		21	Seek funding to prepare concept plan for centers development.	NJOSG	Medium	Centers Design Plan
	Update land use plans and regulations	22	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	23	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

GREENWICH TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Provide recreational improvements to encourage ecotourism	1	Seek funds to develop Cohansey River Greenway in cooperation with Bridgeton, Upper Deerfield, Hopewell and Greenwich.	NJDEP	Medium	Cohansey Greenway Plan
		2	Examine long term upkeep of the Bayside tract, and issues of burden on the Township.	NJDEP	Long	Study
	Maintain Cohansey River	3	Keep the Cohansey River open for recreational fishing and boating. Restore breached dike in River.	NJDEP	Long	River maintenance
Historic/ Cultural	Develop transportation facilities to support ecotourism industry	4	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Agriculture	Assess options to maintain farmland and reduce residential sprawl	5	Evaluate zoning to encourage density transfer to centers.	CCDPD	Medium	Zoning Ordinance
Transportation	Improve pedestrian access and safety	6	Implement pedestrian safety plan, through securing grants for new sidewalks in centers.	NJDOT Municipal Aid for Centers, CCIA, CC Engineer	On-going	Installed sidewalks
Economy		7	Ensure that village oriented retail uses such as general stores are not excluded from HC district.	CCDPD	Short	Zoning ordinance
Housing	Provide needed affordable housing	8	Seek funding to undertake Housing Plan in accord with COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Support of development in centers	9	Assess development potential of the R-1 district, particularly around Springtown Hamlet.	CCDPD	Medium	Study results and zoning ordinance change if necessary
	Update land use plans and regulations	10	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	11	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

HOPEWELL TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Strategies				Other Agencies	Time Frame	Target
Natural Areas	Preserve scenic stream corridors	1	Establish stream buffers around Cohansey River, Maurice Creek and other waterways.	CCDPD, NJDEP	Medium	Revised zoning ordinance
	Provide recreational improvements to encourage ecotourism	2	Seek funds to develop Cohansey River Greenway in cooperation with Bridgeton, Upper Deerfield, Hopewell and Greenwich.	NJDEP	Medium	Cohansey Greenway Plan
Historic/ Cultural	Preserve historic resources to foster ecotourism	3	In concert with designating Roadstown as a village center, establish design guidelines for the Village zoning district to preserve historic character. Coordinate on historic design guidelines with Stow Creek.	CCDPD, NJOSG	Short	Design guidelines
		4	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Agriculture	Protect prime agriculture and promote agri-industry	5	Create farmland preservation plan, and continue cooperation with County in effort to prioritize farmland preservation.	CCDPD, CCADB	Medium	Farmland plan
		6	Encourage the establishment of innovative agricultural industries. Consider permitting only agriculture and agriculture related industries in A-1 zoning district.	CCADB, NJ Dept of Ag	Medium	Zoning ordinance
Transportation	Improve pedestrian access and safety	7	Implement pedestrian safety plan, through securing grants for new sidewalks in centers.	NJDOT Municipal Aid for Centers, CCIA, CC Engineer	On-going	Installed sidewalks
Sewer/Water	Expand water and sewer to serve existing and future development in Hopewell Regional center	8	Expand water and sewer infrastructure to serve centers based development.	NJDEP	Medium	Infrastructure improvements
Housing	Provide needed affordable housing	9	Seek funding to undertake Housing Plan in accord with COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Promote development in centers	10	Amend zoning ordinance to allow mixed residential-commercial uses in the rear of the Highway Business zone.	CCDPD, NJOSG	Short	Amended zoning ordinance
		11	Seek funding and prepare design plan for Regional Center to establish framework for land use patterns, circulation, and community facilities.	NJOSG, CCDPD	Medium	Regional center design plan
		12	Assess vision of future development and prepare design guidelines to ensure it is compatible with the desired character of regional center. Amend zoning ordinance as required.	NJOSG, CCDPD	Medium	Design guidelines
	Update land use plans and regulations	13	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	14	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services
	Coordinate Regional Center activities	15	Establish Bridgeton Regional Center Partnership to review intermunicipal issues and to coordinate solutions.	CCDPD	On-going	BR Center Partnership

LAWRENCE TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Protection of natural areas	1	Prepare conservation plan for Township, and create conservation district in zoning ordinance.	CCDPD	Medium	Conservation District in Zoning Ordinance
		2	Restrict developments other than water-related in floodplain zones.	CCDPD	Medium	Zoning ordinance change
		3	Consider buffer around Cedarville Ponds State Wildlife Management Area to protect from surrounding industrial uses; designate as critical environmental site.	CCDPD	Short	Zoning ordinance change
	Improve access to WMA	4	Work with state to improve access to Bay Point marina and WMA.	NJDEP	Long	Road improvements
Historic/ Cultural	Enhance historic character to stabilize neighborhoods, foster ecotourism	5	Seek funding to prepare an historic preservation plan. Initiate historic structures survey, and consider establishing historic commission to advise homeowners of preservation techniques. Amend land development ordinance.	CCDPD, NJSHPO	Medium	Historic preservation plan; zoning ordinance amendments
	Develop transportation facilities to support ecotourism industry	6	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Agriculture	Assess options to maintain farmland and reduce residential sprawl	7	Track residential development in Agricultural zone, and take action to preserve farmland if significant development continues. Evaluate zoning options to reduce farmland development on farmland, and incorporate into zoning.	CCDPD	Medium	Zoning Ordinance
	Encourage agriculture and agri-industry	8	Evaluate agriculture zoning to support agri-industry.	CCDPD	Medium	Zoning Ordinance
Transportation	Improve pedestrian access and safety	9	Implement pedestrian safety plan, through securing grants for new sidewalks in center.	NJDOT Municipal Aid for Centers, CCIA, CC Engineer	On-going	Installed sidewalks
Sewer/Water	Develop sewers to support directed growth in centers	10	Evaluate alternative sewer options to support focused growth in Cedarville.	NJDEP	Long	Alternative sewage treatment plan
Economy	Promote development in center	11	Evaluate R-1 and RD districts outside Cedarville; areas which lack road infrastructure and are farmed should be changed from Agricultural zone; areas which lack roads and are not prime farmland should be considered for clustering or planned hamlet development.	CCDCD	Medium	Master plan and zoning ordinance change
		12	Promote ecotourism in Cedarville Village by revising land use regulations to promote these businesses and activities.	CCDPD, NJDCA, NJOSG,	On-going	Increase commercial activity from ecotourists
		13	Develop plan to support redevelopment of RedPak property.	NJOSG, USDRA, NED	Medium	Redevelopment Plan
	Maintain use of railroad to support appropriate industrial uses	14	Evaluate zoning along railroad in non environmentally constrained areas to encourage continued industrial uses.	CCDPD	Medium	Zoning Ordinance
Housing	Provide needed affordable housing	15	Seek funding to undertake Housing Plan in accord with COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Update land use plans and regulations	16	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	17	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

MAURICE RIVER TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Continue to protect natural resources	1	Prepare and maintain environmental resource inventory.	CCDPD, NJDEP, Pinelands Commission	Medium	Environmental resource inventory
		2	Establish an environmental commission.	CCDPD, NJDEP, Pinelands Commission	Medium	Environmental commission
		3	Pursue Maurice River improvements by State to maintain open channels.	NJDEP	On-going	Maintained channel
Historic/ Cultural	Protect historic resources	4	Prepare historic resource survey and identify threats to such resources. Consider establishment of historic commission.	CCDPD, Cumberland County Historic Society, NJSHPO	Medium	Historic Survey; Historic Commission if found feasible
		5	Create design guidelines to promote development compatible with historic resources.	CCDPD, NJSHPO	Medium	Design Guidelines
		6	Promote rehabilitation of historic structures.	Cumberland County Historic Society, NJDCA, NJSHPO	On-going	Rehabilitated historic structures
	Develop transportation facilities to support ecotourism industry	7	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Mining	Incorporate mining area reclamation into Township planning effort	8	Coordinate mining activities and reclamation planning efforts with the State, County and private industry.	CCDPD, NJDEP	On-going	Mining oversight committee
Transportation	Improve multimodal access and promote ecotourism	9	Provide pedestrian and bicycle access, or special river boats, trolleys and buses for tourists, for ecotourist sites.	CCDPD, NJDOT, NJOSG	Long	Improved transportation facilities
	Improve pedestrian access and safety	10	Implement pedestrian safety plan, through securing grants for new sidewalks in centers.	NJDOT Municipal Aid for Centers, CCIA, CC Engineer	On-going	Installed sidewalks
	Reduce truck traffic impacts on Port Elizabeth	11	Seek funding to undertake transportation study of truck traffic and routing option affecting Port Elizabeth.	SJTPO, NJDOT	Medium	Port Elizabeth Truck Traffic Study
Sewer/Water		12	Allow package treatment plants and provide funding for such facilities. Undertake pilot projects to demonstrate the use of such facilities, and demonstrate environmental benefits.	CCDPD, CCIA, CCUA, NJDEP	Long	Construction of package treatment facilities
Economy	Provide village scaled development to support local needs and ecotourism	13	Promote ecotourism based on historic villages located along Maurice River and Delaware Bay, by revising land use regulations to promote these businesses and activities.	CCDPD, NJDCA, NJOSG, Pinelands Commission, State Tourism	On-going	Increase commercial activity from ecotourists
		14	Support aquaculture and marine businesses.			
Housing	Provide needed affordable housing	15	Seek funding to undertake Housing Plan in accord with current COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
		16	Institute community-wide housing rehabilitation effort.	COAH, NJFHA, NJDCA	On-going	Rehabilitated housing
Land Use	Update land use plans and regulations	17	Finalize new land development ordinance including village center designation.	CCDPD, NJOSG, Pinelands Commission	Short	Revised zoning ordinance
		18	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	19	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

SHILOH BOROUGH MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Historic/ Cultural	Protect historic resources	1	Prepare historic resource survey and identify threats to such resources. Consider establishment of historic commission.	CCDPD, Cumberland County Historic Society, NJSHPO	Medium	Historic Survey; Historic Commission if found feasible
		2	Consider establishing design guidelines to encourage construction of homes compatible with historic properties.	NJSHPO, CCDPD	Medium	Design guidelines
Agriculture	Preserve agricultural uses	3	Consider non-contiguous parcel density transfer and clustering ordinances to preserve farmland and direct development into Shiloh Center.	CCDPD, CCADB, NJOSG	Medium	Amended zoning ordinance
		4	Revise zoning ordinance to permit innovative agri-businesses, such as aquaculture, cooperative production, and on-site processing.	CCDPD, CCADB, NJOSG	Medium	Amended zoning ordinance
Transportation	Develop transportation facilities to support ecotourism industry	5	Improve intersection of Route 49 and East State Street to make more functional for vehicular traffic, and for improved appearance.	NJDOT, NJOSG	Long	Traffic improvements
		6	Improve pedestrian facilities in the center of the Borough, particularly along Route 49.	NJDOT, NJOSG	Long	New sidewalks, other pedestrian facilities
		7	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Sewer/Water		8	Coordinate with CCUA on installation of public sewers in Borough. Focus sewers within Village Center only.	CCUA, NJOSG, CCDPD	Long	Public sewer
Economy	Promote agri-industry	9	Evaluate zoning to encourage agri-industry and aquiculture operations.	CCDPD	Medium	Zoning ordinance
Community Facilities/ Services	Improve educational facilities	10	Evaluate school regionalization options and consider community school to expand services.	NJDCA	Medium	School system assessment
Housing	Provide needed affordable housing	11	Seek funding to undertake Housing Plan in accord with current COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Concentrate growth in Center	12	Consider increasing densities of residential uses in Borough Center after public sewer is installed to support density transfer from prime agriculture lands.	CCDPD, NJOSG	Long	Amended zoning ordinance
		13	Obtain funding and prepare village center concept design plan to develop framework for roads, building locations, open space and community facilities in the Village Center.	NJOSG, CCDPD	Medium	Village Center Plan
	Improve appearance of center	14	Consider design guidelines for Highway Commercial district to reduce "strip development appearance": consider parking lot design, landscaping, access and sign control.	CCDPD	Medium	Design guidelines
	Update land use plans and regulations	15	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	16	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

STOW CREEK TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Encourage sustainable level of activities at Stow Creek State Park	1	Coordinate with state to monitor level of service to support and encourage recreation and related ecotourism activities.	NJDEP	On-going	Improved facilities
Historic/ Cultural	Protect historic resources to foster ecotourism	2	Consider historic preservation design guidelines and advisory commission to help preserve historic properties especially in Roadstown. Coordinate on design guidelines with Hopewell.	NJSHPO, CCDPD	Medium	Historic preservation guidelines
Agriculture	Preserve prime agricultural lands	3	Consider use of non-contiguous parcel clustering to help preserve farmlands.	CCDPD, NJOSG	Medium	Amended zoning ordinance
		4	Consider revising buffer and setback requirements from farmlands.	CCDPD	Medium	Amended zoning ordinance
	Support agri-industry	5	Evaluate master plan and zoning to encourage the use of agri-industry and related businesses.	CCDPD		Master plan and zoning ordinance
Transportation		6	Develop bike trail through Stow Creek, incorporating Coastal Heritage Trail with linkage to Stow Creek Landing State Park.	NJDOT, NPS, CCDPD, NJDCA	Medium	Implemented bike facilities
		7	Coordinate pedestrian improvements in Roadstown in coordination with Hopewell Township.			
		8	Seek funding to develop a scenic road plan in coordination with the County scenic byway plan efforts.	NJDOT, NJDEP	Long	Scenic Byway Plan
Sewer/Water	Provide infrastructure to support development in centers	9	Consider installation of public sewer or alternative treatment to support Stow Creek planned village center. Assess feasibility of public water for village centers.	CCUA, NJOSG, CCDPD	Long	Sewer/Water plan
Community Facilities/ Services	Expand municipal offices	10	Evaluate need and funding options for municipal building.	NJDCA	Long	Municipal Facilities Study
Housing	Provide needed affordable housing	11	Seek funding to undertake Housing Plan in accord with current COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Update land use plans and regulations	12	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
		13	Consider higher density residential development in Stow Creek planned village with sewers and to serve as receiving area for density transfer from agriculture areas. Obtain funding to prepare village center plan and zoning ordinance. Establish village center zone.	CCDCD	Medium	Village Center Plan
Intermunicipal Coordination	Reduction of costs for municipal services	14	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services

UPPER DEERFIELD TOWNSHIP MUNICIPAL PLANNING AND IMPLEMENTATION AGENDA						
Areas	Issues	Strategies		Other Agencies	Time Frame	Target
Natural Areas	Protect rivers and streams	1	Seek funds to develop Cohansey River Greenway in cooperation with Bridgeton, Upper Deerfield, Hopewell and Greenwich	NJDEP	Medium	Cohansey Greenway Plan
	Provide recreational improvements to encourage ecotourism	2	Evaluate stream conservation buffer provisions to provide greenbelt.	NJDEP	Medium	Zoning ordinance
Historic/ Cultural	Protect historic resources	3	Consider historic preservation design guidelines and advisory commission to help preserve historic properties.	NJSHPO, CCDPD	Medium	Historic preservation guidelines
		4	Create design guidelines to promote development compatible with historic resources.	CCDPD, NJSHPO	Medium	Design Guidelines
Agriculture	Preserve agriculture uses	5	Consider use of non-contiguous parcel clustering to help preserve farmlands.	CCDPD, NJOSG	Medium	Amended zoning ordinance
		6	Assess and prioritize properties for farmland preservation.	CCADB, CCDPD, NJDA	Medium	Farmland/Open Space Plan
		7	Identify additional financial resources to augment farmland preservation efforts.	CCADB, CCDPD, NJDA	Long	Additional funding for farm preservation
Transportation	Develop transportation facilities to support growth	8	Expand multi modal transportation options. Improve pedestrian and bicycle facilities within Bridgeton Regional Center.	NJDOT, CCDPD, CC Engineering	Long	Improved pedestrian/bike facilities
		9	Improve Route 56; consider widening.	NJDOT, CCDPD, CC Engineering	Long	Improved Route 56
		10	Consider access management plan along Route 56 and Route 77, or access management incentives in zoning ordinance.	NJDOT, CCDPD, CC Engineering	Long	Improved Route 56
Sewer/Water	Expand sewer and water only in centers	11	Expand public sewer and water within Bridgeton Regional Center to support concentrated growth.	CCUA, NJOSG, CCDPD	On-going	Expanded sewer
Economy	Plan for employment growth in centers	12	Evaluate zoning to ensure opportunity for industrial uses to locate along the railroad right-of-way.	CCDPD	Short	Amended zoning ordinance
Housing	Provide needed affordable housing	13	Seek funding to undertake Housing Plan in accord with COAH regulations.	NJOSG, COAH	Medium	Housing Element and Fair Share Plan
Land Use	Provide plan guideline to guide growth in centers	14	Assess vision of future development and prepare design guidelines to ensure it is compatible with the desired character of regional center. Amend zoning ordinance as required.	NJOSG, CCDPD	Medium	Design guidelines
		15	Seek funding and prepare design plan for Regional Center to establish framework for land use patterns, circulation, and community facilities.	NJOSG, CCDPD	Medium	Regional center design plan
	Update land use plans and regulations	16	Update and revise Master Plan and Zoning Ordinance.	NJOSP, NJDCA	Medium	New Master Plan and Zoning Ordinance
Intermunicipal Coordination	Reduction of costs for municipal services	17	Participate in regional shared services study to identify potential opportunities to reduce costs.	CDC	Medium	Shared services
	Coordinate Regional Center activities	18	Establish Bridgeton Regional Center Partnership to review intermunicipal issues and to coordinate solutions.	CCDPD	On-going	BR Center Partnership

APPENDIX

Bridgeton Regional Center

City of Bridgeton



3,500

Feet



Center Boundary

Rosenhayn Village
Deerfield Township

56

Shiloh Avenue

Morton Avenue

2,500 Feet

Proposed Center Boundary

Rosenhayn Village
Deerfield Township

56

Shiloh Avenue

Morton Avenue

2,500 Feet

Proposed Center Boundary

Rosenhayn Village
Deerfield Township

56

Shiloh Avenue

Morton Avenue

2,500 Feet

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Deerfield Township

56

Shiloh Avenue

Morton Avenue

2,500 Feet

Proposed Center Boundary

Rosenhayn Village
Deerfield Township

56

Shiloh Avenue

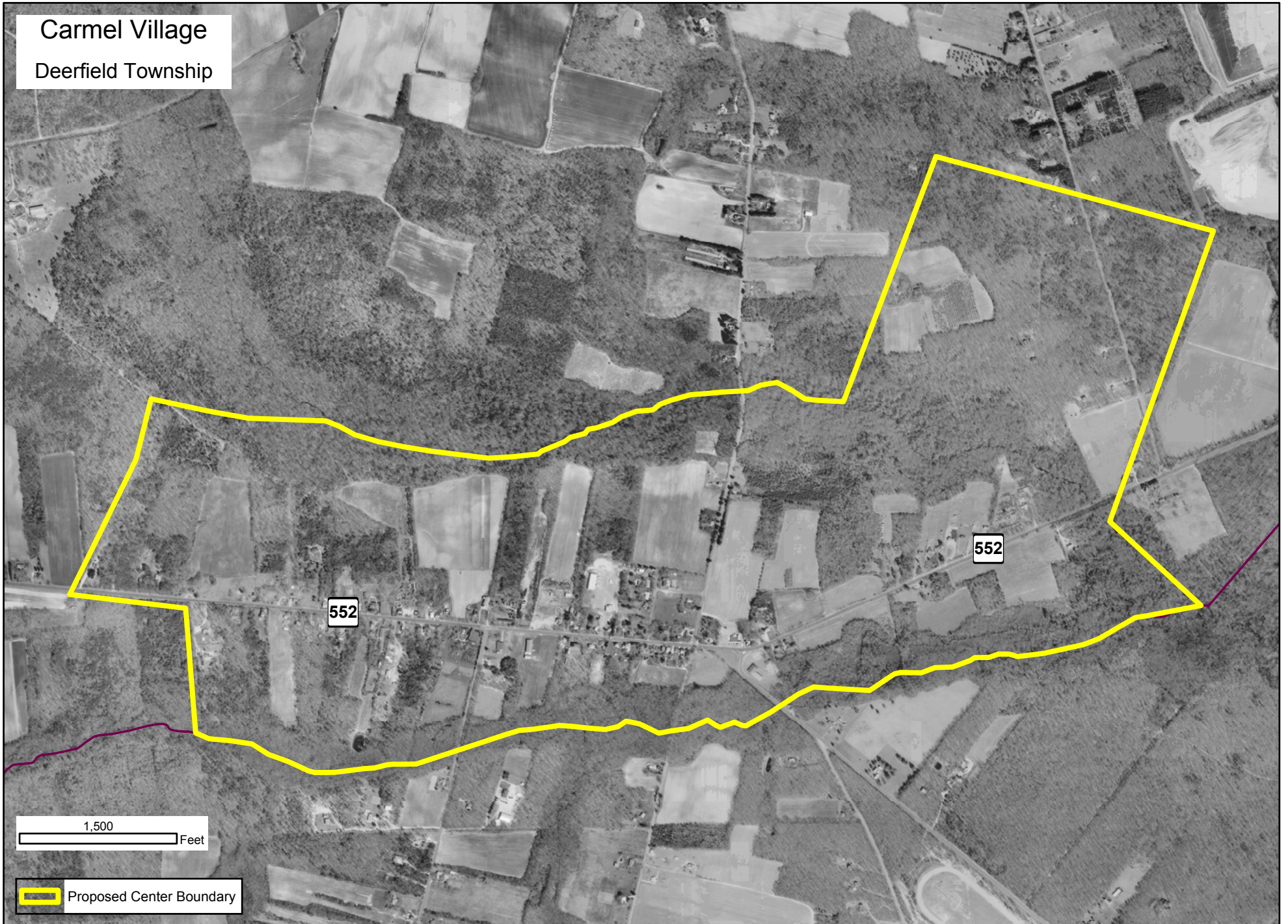
Morton Avenue

2,500 Feet

Proposed Center Boundary

Carmel Village

Deerfield Township



Dividing Creek Village

Downe Township



1,250

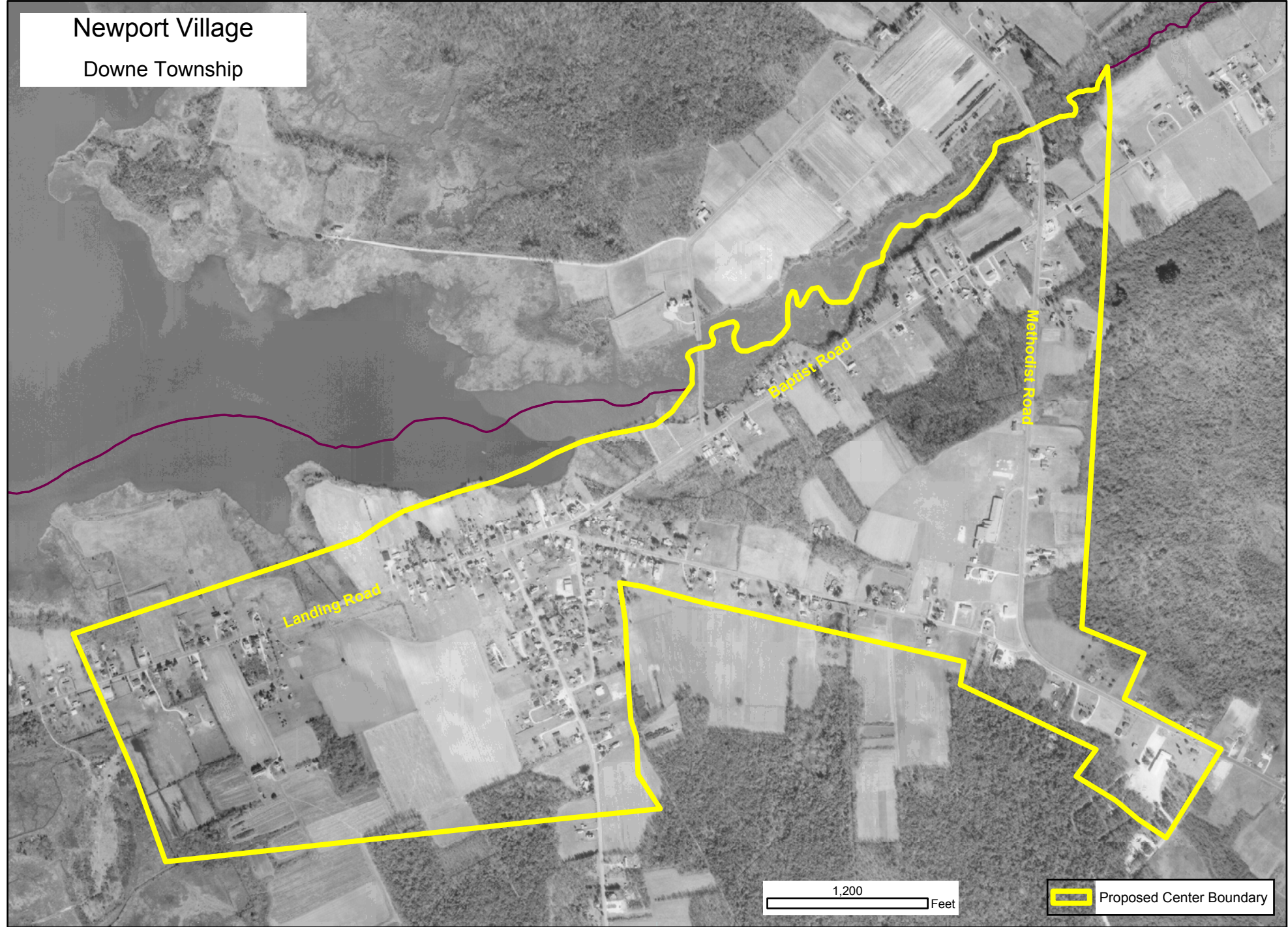
Feet



Proposed Center Boundary

Newport Village

Downe Township



1,200

Feet

Proposed Center Boundary

Fortescue Village

Downe Township



Gandys Beach Hamlet

Downe Township

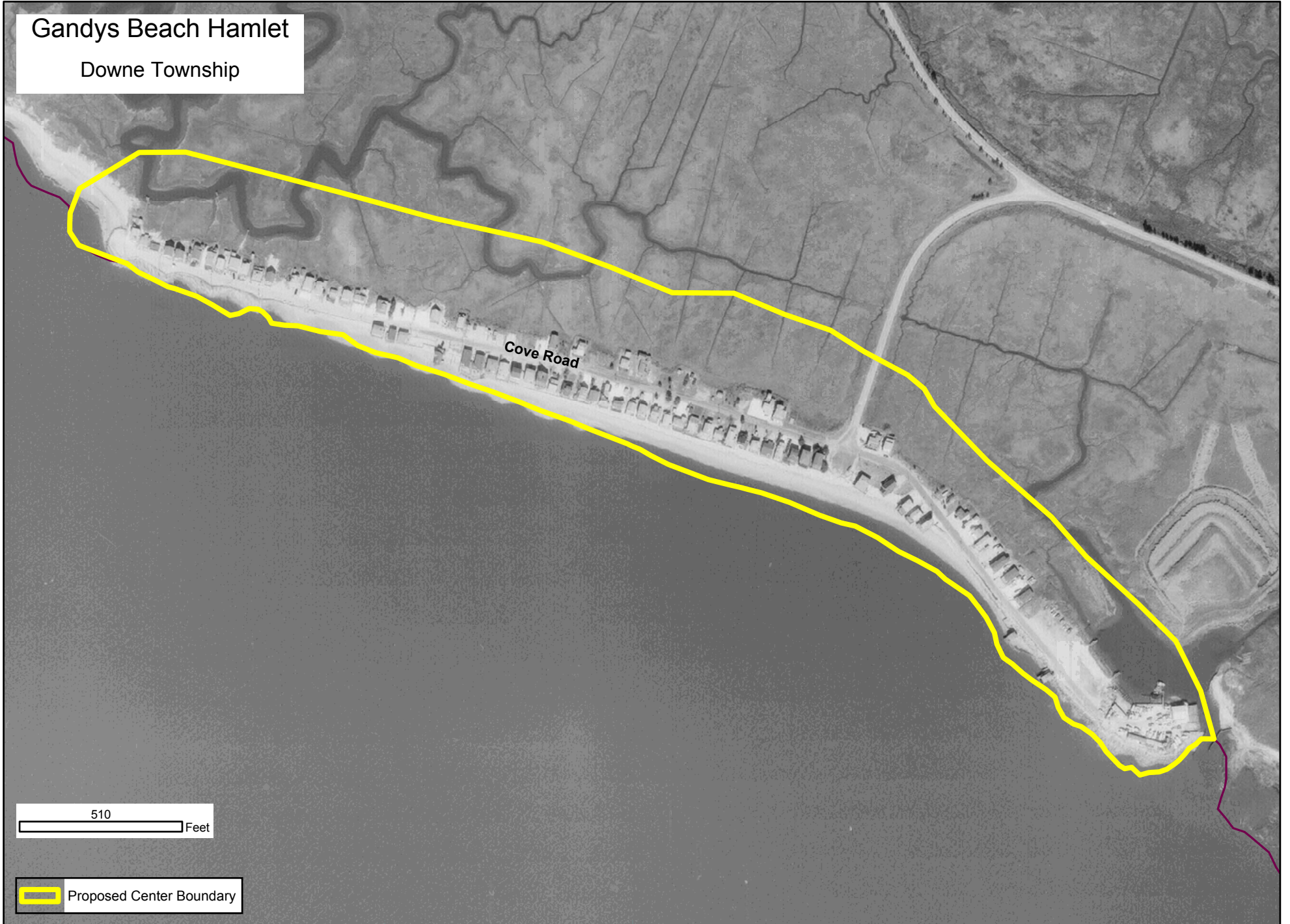
Cove Road

510

Feet



Proposed Center Boundary

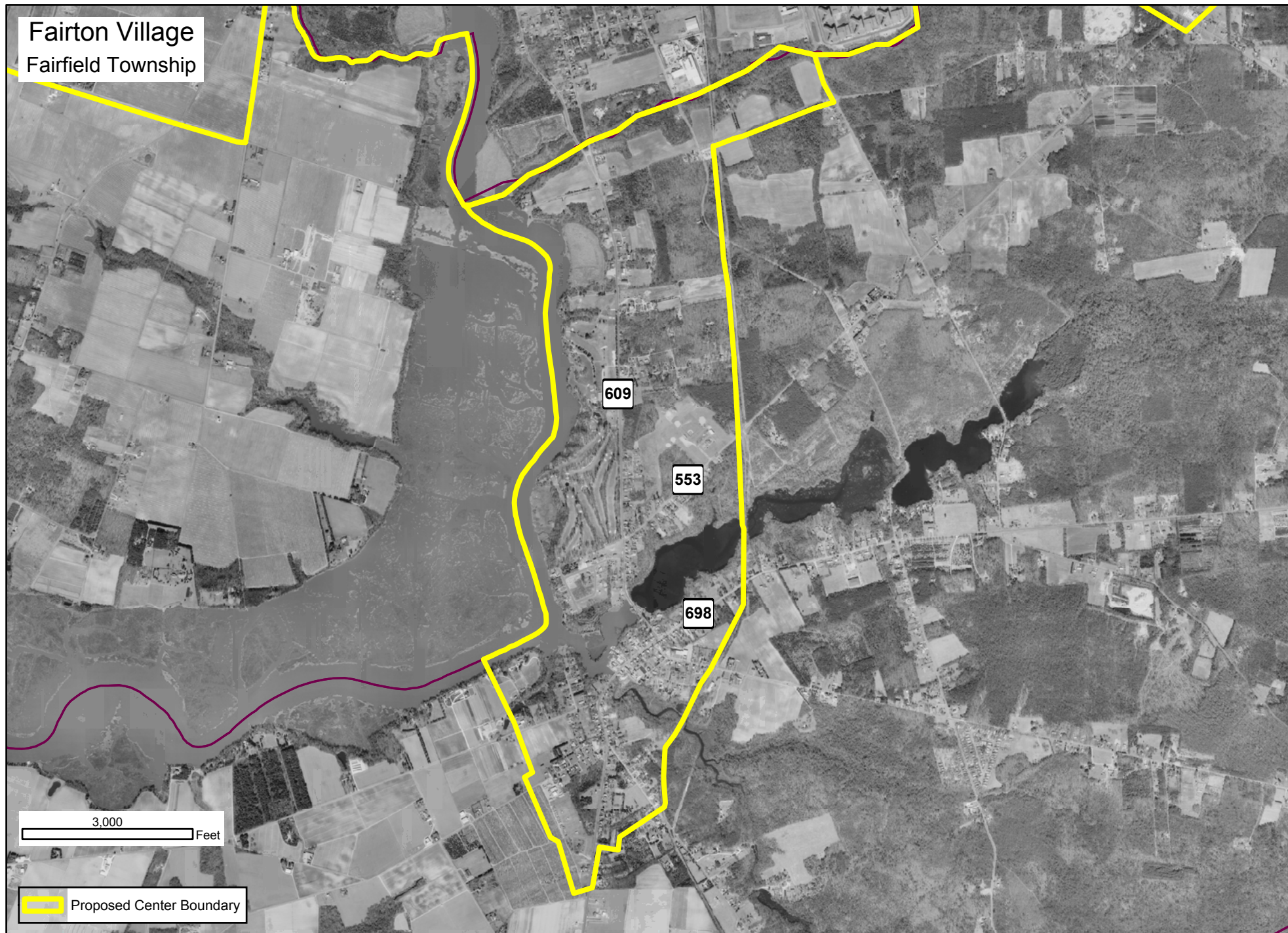


Money Island Beach Hamlet

Downe Township



Fairton Village
Fairfield Township



3,000
Feet

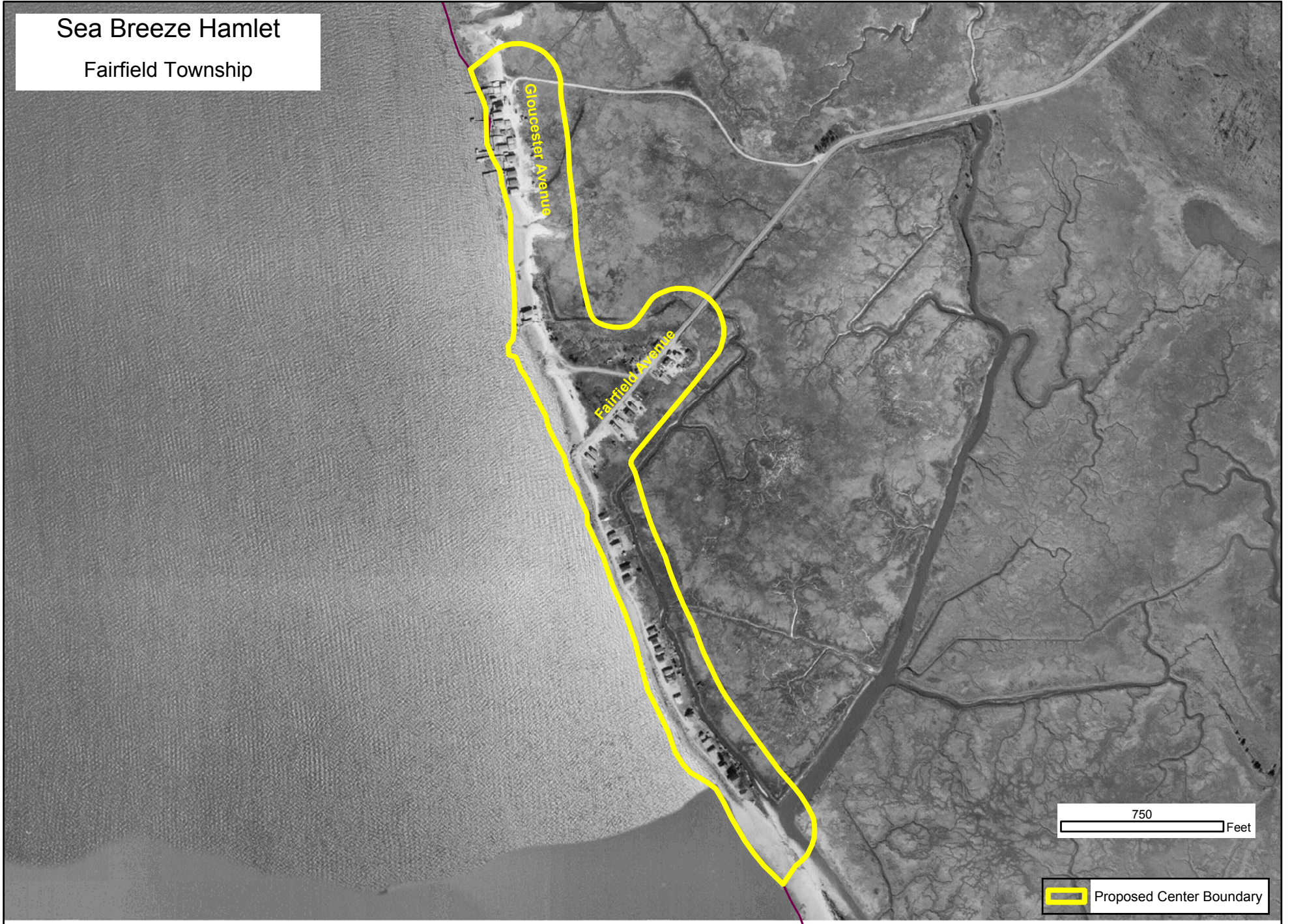
Proposed Center Boundary

Gouldtown Town
Fairfield Township



Sea Breeze Hamlet

Fairfield Township



Greenwich Village

Greenwich Township



Othello Hamlet
Greenwich Township



300
Feet

Proposed Center Boundary

Springtown Hamlet
Greenwich Township

Greenwich Township

620

Springtown Road

550

Feet

Proposed Center Boundary

Roadstown Village

Hopewell and Stow Creek Township



Bridgeton Regional Center
Hopewell Township

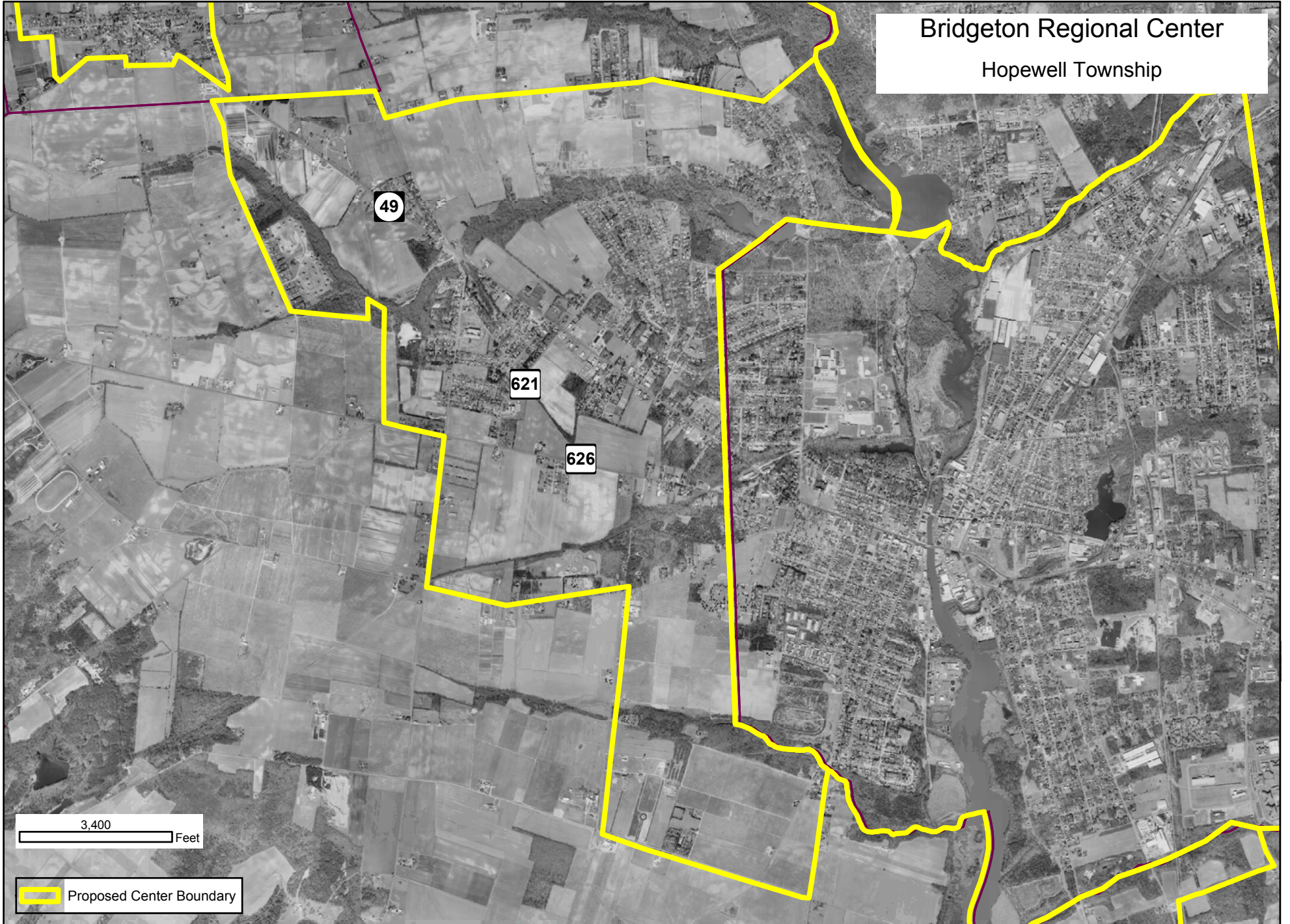
49

621

626

3,400
Feet

Proposed Center Boundary



Shiloh Village

Shiloh Borough



700

Feet

620

696

49



Proposed Center Boundary

Stow Creek Village
Stow Creek Township

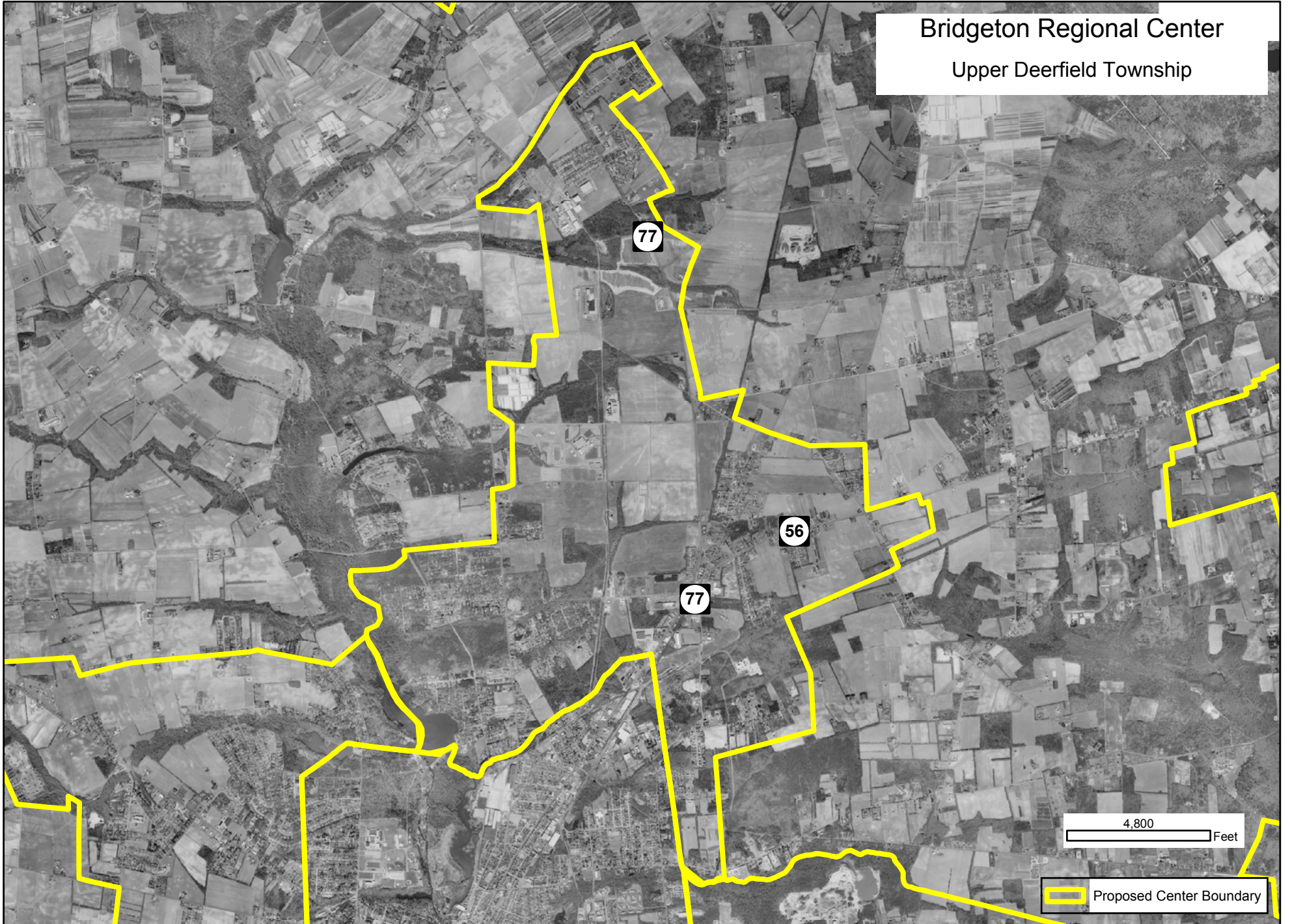


1,000
Feet

Proposed Center Boundary

Bridgeton Regional Center

Upper Deerfield Township



Deerfield Village
Upper Deerfield Township

